

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	29 th October 2020
Subject:	Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 75/2020
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Baffins, Central Southsea, Copnor, Drayton & Farlington Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson Paulsgrove, St Jude, St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To consider the public responses to TRO 75/2020, proposed designated electric vehicle charging bays in 80 locations across 71 roads. Objections were received to proposals within TRO 75/2020, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 75/2020

Appendix B: Public views submitted

Appendix C: FAQs

Appendix D: Tariffs

Appendix E: Location Map

Appendix F: Integrated Impact Assessment

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

2.1 Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A with the following 19 exceptions:

- De Lisle Close, West side adjacent to Nos.7-19 does not proceed
- Eastfield Road, South side, outside No.73; does not proceed
- Fordingbridge Road, East side, outside No.60; does not proceed
- Gladys Avenue, East side, outside no.76; does not proceed
- Glasgow Road, North side, outside No.28; does not proceed
- Goodwood Road, West side, outside No.17; does not proceed
- High Street, Old Portsmouth, South-east side, outside No.17; does not proceed
- Highland Road, South side, outside No.24; does not proceed
- Laburnum Grove, South side, outside No.226; does not proceed
- Lindley Avenue, South Side, outside no 36; does not proceed
- Lumsden Road, South-east side, within the layby, front of 32-44; does not proceed
- Lyndhurst Road, East side, outside No.146; does not proceed
- Malvern Road, West side, outside Nos. 19/21; does not proceed
- Montague Road, North side, outside No.33; does not proceed
- Oxford Road, East side, outside No.52/54; does not proceed
- St Ronan's Road, East side outside No. 80 does not proceed
- Taswell Road; East side, outside No.32; does not proceed
- Waverley Grove, South side outside No.2 does not proceed
- Wykeham Road, South side, outside Nos. 81 does not proceed

- 2.2 Notes the policy and guidance on the use of trailing cables to charge electric vehicles from off street power sources by residents is being developed and will be brought for a decision in a separate paper.

3. Background

- 3.1 Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2 The Office for Low Emission Vehicles (OLEV) created a Fund to enable local authorities to provide Electric Vehicle (EV) chargepoints. This was specifically for residential areas that do not benefit from off-street parking, to enable residents to charge their electric vehicles close to their home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k towards 75% of the costs for installation and infrastructure for 36 chargepoints in phase 1. The chargepoints were installed and are required to remain in place for a period of three years. Portsmouth City Council received an E-mobility Progress award for phase 1 from Transtech in 2019 for phase 1.
- 3.3 A report reviewing phase 1 has been forwarded for discussion at the October 2020 meeting.
- 3.4 Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with government's ambition the rate of increase is expected to grow.
- Of 104.5k cars and 18.8k light goods vehicles licensed in Portsmouth at the end of 2019, 2163 of which were plug-in cars, LGVs and quadricycles - this is an increase from 1648 at the end of 2018. (As of Q2 2020 the figure has increased to 2699)
 - By comparison Southampton had 383 plug-in cars, LGVs and quadricycles licensed at the end of 2019.
- 3.5 As a densely populated island city with narrow streets and terraced housing many areas of Portsmouth do not benefit from off-street parking and suffer subsequent parking congestion posing a real challenge in providing electric vehicle charging infrastructure for residents.
- 3.6 To meet and facilitate the expected growth of plug-in vehicles in Portsmouth charging infrastructure is required. The residential chargepoint infrastructure utilizes the existing electricity supply from street lamp columns.
- 3.7 The benefits of this solution include:

- Lower purchase and installation costs than free standing charge points
- Minimal street clutter and more aesthetically pleasing than other solutions
- No noise emission from the chargepoint
- Lamp column charge points are easily removed and relocated, should the demand change within the existing area.
- Lamp column retrofits can be completed within the hour and bollards within 2 hours.

- 3.8 The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kwh of electricity for which an average charge cycle for a battery electric vehicle could be expected in six hours (compared to three to four hours for fast or 30 minutes for rapid chargers). Charging times for plugin hybrid vehicles will be less, as the battery size is smaller. With this lower power output the chargepoints are ideal for residential overnight charging.
- 3.9 The lamp column solution with a lower power output and its current amperage only allows for single chargepoints. It is not currently possible for two vehicles to be plugged in at any one time and dynamic or distribution of charging to be applied.
- 3.10 ubitricity was selected as the supplier for this project through a competitive tender process, and the company has successfully delivered Phase 1 of the scheme in Portsmouth as well as elsewhere in the UK and abroad.
- 3.11 The existing 36 chargepoints installed as part of Phase 1 of the trial scheme are being monitored and learning from it for future installations. A separate report is being brought to this meeting which provides details of usage and user feedback and the subsequent actions taken.

4. Portsmouth On-Street Residential Chargepoint Scheme (ORCS) - Phase 2

- 4.1 In 2019 the Office for Low Emission Vehicles (OLEV) released an additional round of funding to enable local authorities to provide chargepoints on-street. This funding is provided to support a three year trial to install electric vehicle chargepoints at residential properties which do not enjoy the benefits of off street parking. This phase 2 funding again accounts for 75% of the installation costs with council providing the remaining 25%.
- 4.2 Off-street chargepoints in Portsmouth City Council owned locations which attract visitors for a significant period of time are being considered in a separate scheme. Portsmouth City Council has no control over privately owned off-street car parks.
- 4.3 Following the previous round of chargepoint installations, a significant number of residents had already begun to register their interest for chargepoint installations near to their homes in future. This list of known demand was used to bid for a

Phase 2 of Portsmouth on-street residential chargepoint scheme installation comprising 79 locations. OLEV Grant funding was secured totaling £229,860 for 75% of the infrastructure and installation costs. The council is meeting the remaining 25% of the costs

- 4.4 This funding will be used to replicate the award winning standard set during phase 1 of this scheme utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a slim line (approx. 18.5cm diameter), self-righting satellite bollard will be installed at the front of pavement. The electricity supply from the lamp column to the bollard will be fed under the pavement to prevent any trailing cables across the pavement. The satellite chargepoints do not need to be located directly adjacent to the lamp column, nor do chargepoints need to be central to the parking bay (the charging point on each car varies by make/model). The chargepoints will require planned maintenance annually.
- 4.5 Ubitricity will continue to offer residents several tariff options for the payment of electricity. The chargepoints will continue to be accessible via both 'Pay As You Go' or using a SmartCable which can be purchased in advance. The SmartCable enables the user to benefit from preferential electricity rates via a contract with various tariff options. Alternatively, the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions will be attached to the chargepoint
- 4.6 During development of Phase 1 of the scheme it was planned not to mark designated electric vehicle charging bays for the chargepoints, however due to feedback received regarding accessing the chargepoints in areas of parking congestion the provision of designated bays was approved by the Cabinet Member for Traffic and Transport at the meeting of 23 November 2017.
- 4.7 Phase 1's, consultation also identified parking congestion concerns and as such designated charging bays were only marked immediately where residents already owned an electric vehicle. In the instance that they required the charging infrastructure to be in place to enable them to convert to an electric vehicle, the parking bay was marked subsequently once we were notified of vehicle purchase.
- 4.8 The designated electric vehicle parking bays are available for use by any electric vehicle owner and are not restricted to a specific user. The parking bays are enforceable and Penalty Charge Notices (PCNs) can be issued if a vehicle is not connected to the electricity supply. Where situated in a Residents' Parking Zone (RPZ) the parking zone restrictions do not apply to the electric vehicle parking bay. Residents are notified on how to report on misuse of the electric vehicle parking bays.
- 4.9 Marked bays can also drive the cost of electricity down for the user as they are more attractive to the supplier through guaranteed accessibility.

- 4.10 Signage for the electric vehicle parking bays will where possible be located on existing lamp columns or other street furniture to minimise the need for any additional posts but the sign must be within the boundaries of the bay it relates to.
- 4.11 The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also as to whether providing the infrastructure will encourage people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.
- 4.12 In most instances it is expected a typical electric vehicle will need charging every 2-3 days. Chargepoint usage is monitored and reported to OLEV. Where chargepoints with designated bays marked are not well used over time investigations will be initiated to understand the reasoning for this. Monitoring of the phase 1 and phase 2 sites will continue and lessons learnt will inform future decisions and assist the development of policy in this area and further schemes following the end of the trial.
- 4.13 If in the future a resident who has an electric vehicle charging bay outside of their property requests a disabled parking bay it will be considered following the usual procedure. This is to site it in the nearest suitable space (this is not always outside the requesting property) to best meet the resident's needs whilst enabling access to the chargepoint.

5. Site selection

- 5.1 Following on from the success of phase 1, with sufficient resident requests compiled and locations identified, engineering surveys were undertaken throughout the first half of 2020, a number of suitable lamp column placements were identified in close proximity to the requesting resident's address. The locations are based on known interest, reducing impact on parking congestion as the space would be used by residents currently parking in the area i.e. not an additional burden on capacity. However the final position of the chargepoints has been considered alongside many other factors including suitability of lamp columns (not all lamp columns are able to serve electric vehicle chargepoints), pavement widths, and conservation areas. These lamp columns were not always in the same street due to a lack of suitable infrastructure (most notably due to the historic nature of some of the city's columns.) In this circumstance the residents were contacted via email to confirm if they wished to continue with a chargepoint installation in this location, the location was only removed from the list in Appendix A if they confirmed that they wished to be removed from it.
- 5.2 The method for identifying locations for electric vehicle (EV) charging points for Phase 2 has been that residents request one from the council. It is then

established as to whether or not the resident has off street parking (if they do, they are considered ineligible) and whether they currently own or are planning in the near future to purchase and electric vehicle.

- 5.3 All new sites have been carefully selected to best meet the needs of the requesting resident and also the other residents' in the road. This can include installing additional EV charging points on roads which already have one. Where residents have felt the existing charge points are in high use and they are not able to access them and/or they are currently not located in close enough proximity to their property.

6. Consultation

- 6.1 In September 2020 the proposed list of sites for designated electric vehicle parking bays was finalised ready for formal consultation via Traffic Regulation Order (TRO). A letter drop was organised to all properties in roads with chargepoints proposed. TRO consultation was for 80 electric vehicle parking bays across 71 roads as shown in Appendix A. It was advertised for a period of 21 days from 7 September 2020 to 28 September 2020.
- 6.2 In addition to these sites two further chargepoints are proposed in Dover Road and Lichfield Road. These were not included in the TRO consultation as there is no requirement for an electric vehicle parking bay due to the requesting resident having a disabled parking bay outside their property. These affected roads were notified of the chargepoints via the letter drop. These chargepoints will be positioned so that non-blue badge holders can access the chargepoint from the adjacent parking space. The request at Dover Road has since been withdrawn by the requestor and so will not be proceeding.
- 6.3 As summarised in Table 1, 147 objections were received to the formal TRO consultation across 61 roads and 48 responses in support of proposals were received. Appendix B shows all anonymised responses received.

Table 1 - TRO 75/2020 consultation summary

TRO Road location	Support	Objection
Berney Road		3
Broad Street	3	1
Campbell Road	1	1
Canterbury Road		1
Chestnut Avenue		1
Chichester Road	1	2
Clarence Parade	6	1
Cleveland Road		3
Croft Road		1
Crofton Road	1	3
De Lisle Close		1
Dunbar Road		5
Eastfield Road	3	4
Empshott Road		2



Essex Road	1	4
Exmouth Road	1	1
Festing Grove	2	1
Fordingbridge Road		6
Gains Road	2	5
Gladys Avenue		1
Glasgow Road		3
Gloucester Terrace		1
Goodwood Road		2
Grove Road South	1	
Haslemere Road	1	3
Havelock Road		1
Hayling Avenue	1	4
High Street	2	3
Highland Road		2
Jubilee Road		1
Laburnum Grove		8
Langford Road		1
Lennox Road South	1	
Lindley Avenue		2
Liss Road	1	1
Lombard Street	1	
Lumsden Road		1
Lyndhurst Road	1	3
Malvern Road	1	
Mayhall Road		3
Methuen Road		2
Meyrick Road	1	
Montague Road		2
Neville Road		3
Nutbourne Road		8
Oxford Road	2	12
Percy Road	1	
Reginald Road	1	3
Shadwell Road	1	11
Shelford Road	1	1
St Augustine Road	2	1
St Chads Avenue		2
St Ronans Road		3
Stubbington Avenue	1	4
Taswell Road		1
Wadham Road		2
Waverley Grove	2	2
White Hart Road	1	1
Whitwell Road	3	
Wykeham Road		3
Wymering Road		1

No specific road	1	1
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7. Next Steps

- 7.1 Installation of those approved will commence in November 2020 and be complete by end of January 2021.
- 7.2 The sites at Waverley Grove and Highland Street will be taken forward as soon as possible subject to TRO and site survey timescales.
- 7.3 Those sites which have been requested by residents and are eligible for a chargepoint but have not been able to be delivered in the timescales for Phase 2 will be carried forward to Phase 3. This future phase will look to deliver all outstanding resident requests and OLEV have encouraged bids.
- 7.4 When using charging infrastructure, either on or off street, both current and proposed future installations, we remind residents, that it is for the householder to vouchsafe for the safety of his or her charging regime and of any cable laid on or across the footway. We are currently developing policy and guidance on the use of trailing cables.

8. Reasons for recommendations

- 8.1 Portsmouth is subject to a Ministerial Directive to deliver a citywide air quality local plan to bring forward compliance for nitrogen dioxide emissions in the shortest possible timescales. A targeted feasibility study identified a combination of measures which would bring forward compliance, one of which was the rollout of electric vehicle charging points
- 8.2 The information and concerns received from residents, along with the preliminary IIA, have informed the recommendations. All responses are included but redacted at Appendix B.
- 8.3 There are a number of reasons that some roads originally proposed are not now proposed not to be taken forward in Phase 2 of the electric vehicle chargepoint roll out.
- 8.3.1 The only known requesting residents for the following six sites have notified us they no longer require the chargepoint in this location or will not be purchasing a car during the trial period:
- De Lisle Close, West side adjacent to Nos.7-19
 - Lindley Avenue, South side, outside no. 36
 - Lumsden Road, South-east side, within the layby, front of 32-44
 - Malvern Road, West side, outside Nos. 19/21
 - Montague Road, North side, outside No.33
 - St Ronan's Road, East site outside no 80

8.3.2 The following 11 locations are deemed to be in close enough proximity to existing or other proposed new chargepoints to serve that can adequately serve the known level of demand:

- Eastfield Road, South side, outside No.73; (Existing chargepoint in Eastfield Road outside no 92 with usage level which can accommodate another user)
- Fordingbridge Road, East side, outside No.60; (Existing chargepoint in Fordingbridge Road outside no 3 with usage level which can accommodate another user)
- Gladys Avenue, East side, outside no.76 (Proposed chargepoint in Wadham Road, 2 x existing in Oriel with usage level which can accommodate another user, 2 x proposed in Shadwell)
- Glasgow Road, North side, outside No.28; (chargepoint proposed at 48 Glasgow Road)
- Goodwood Road, West side, outside No.17; (existing chargepoint in Oxford Road with usage level which can accommodate another user and proposed chargepoint in Campbell Road which is in close proximity to the requestor)
- High Street, Old Portsmouth, South-east side, outside No.17 (existing chargepoint at no 115 with usage level which can accommodate another user)
- Laburnum Grove, South side, outside No.226 (existing chargepoint at no 179 with usage level which can accommodate another user)
- Lyndhurst Road, East side, outside No.146 (proposed chargepoint at no 93)
- Oxford Road, East side, outside No.52/54 (existing chargepoint at no 75 which can accommodate another user)
- Taswell Road; East side, outside No.32 (existing chargepoints in Taswell Road opp Wimbledon Park Sports Centre and Wimbledon Park Road which can accommodate additional user)
- Wykeham Road, South side, outside Nos. 81 (there are existing and proposed chargepoints in Laburnum Grove, Stubbington Avenue, Lyndhurst Road and Crofton Road which could accommodate additional use. The proposed location is in a cul-de-sac with several other designated parking bays in the vicinity)

8.3.3 The following three sites are to be subject to alternative locations and/ or investigations:

- Highland Road, South side, outside No.24; there is no known demand in this area, the address was incorrectly recorded in place of Highland Street.

- Kings Road, North side, outside 45-61 Norfolk Street; a scheme is proposed which removes parking on Kings Road, if this goes forward the chargepoint will not be possible. The area is served by the proposed chargepoint in Gloucester Terrace.
- Waverley Grove, South side outside No.2 is submitted to a future TRO with the following location 'North side outside Waverley Court'.

8.3.4 Other sites which received objections were carefully considered and the feedback around parking and existing and proposed chargepoints was taken into consideration but it was determined they should be taken forward.

9. Integrated Impact Assessment

9.1 An Integrated Impact Assessment has been undertaken and is attached as a separate document.

10. Legal Implications

10.1 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 its other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on the authority's road network;

10.2 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.

10.3 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

10.4 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.

- 10.5 The TRO proposed for implementation in this report is required in order to introduce the parking restrictions necessary for the effective operation of the electric vehicle charging bays.

11. Director of Finance's comments

- 11.1 As the main body of the report states 75% of the cost of this £306,000 scheme will be funded from a grant from the DfT, with the remaining 25% being funded from the Council as approved by the City Council in the Main budget dated February 2020.
- 11.2 The charging points will maintained by the preferred supplier from the date of installation for the first three years, after that point the Council will need to either have them removed or identify a source of funding for their maintenance.
- 11.3 There is no cost to the Council for the cost of electricity, the supplier will pay for this and then charge this on to their customer

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Signed by:

Appendices:

Appendix A: The public proposal notice and plans for TRO 75/2020
Appendix B: Public views submitted
Appendix C: FAQs
Appendix D: Tariffs
Appendix E: Location Map
Appendix F: Integrated Impact Assessment

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
Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 120/2018	Portsmouth City Council website: https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf
Vehicle licensing statistics	Government website: https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01
Consultation response emails	Transport Planning Team, PCC

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

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Signed by:

Appendix A: Public proposal notice for TRO 75/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (ELECTRIC VEHICLE RECHARGING PARKING PLACES) (NO.75) ORDER 2020

7 September 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of the Road Traffic Regulation Act 1984, as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with part III of schedule 9 to the 1984 Act, to effect:

A) ELECTRIC VEHICLE PARKING BAYS

Parking bays, signage and electricity supply point (adjacent lamppost or unit) would not be installed until the applicants have an electric vehicle.

BEACH ROAD South side, outside No.15	KINGS ROAD North side, outside 45-61 Norfolk Street
BERNEY ROAD North side, outside No.19	LABURNUM GROVE South side, outside No.226
KING JAMES TERRACE, BROAD STREET North-east side, outside No.3/4	LANGFORD ROAD West side, outside No.36
BUSH STREET WEST North side, opposite 20 Great Southsea Street	LEOMINSTER ROAD West side, outside No.5
CANTERBURY ROAD North side, outside No.31	LENNOX ROAD SOUTH East side, outside No.24
CAMPBELL ROAD North side, outside No.7	LINDLEY AVENUE (a) South side, outside no. 24 (b) South side, outside no.36
CHESTNUT AVENUE South-west side, outside No.21	LUMSDEN ROAD South-east side, within the layby, front of 32-44
CHICHESTER ROAD North side, outside No.305	LISS ROAD South side, outside no.88
CLARENCE PARADE South side, opposite Park House	LYNDHURST ROAD (a) West Side, outside No. 93 (b) East side, outside No.146
CLEVELAND ROAD (a) South side, outside No.11 (b) South side, outside No.43	MALVERN ROAD West side, outside Nos. 19/21
CROFT ROAD North side, outside Nos.17/18	MAYHALL ROAD South side, outside No.14

CROFTON ROAD, NORTH END (a) West side, outside No.37 (b) West side, alongside of 98 Kirby Road	METHUEN ROAD North side, outside No.126
DE LISLE CLOSE West side, adjacent to Nos.7-19	MEYRICK ROAD North side, outside No.186A Twyford Avenue
DUNBAR ROAD South side, outside No.72	MONTAGUE ROAD North side, outside No.33
EASTFIELD ROAD South side outside No.73	NEVILLE ROAD East side opposite No.15
EMPSHOTT ROAD North side, outside No.89	NUTBOURNE ROAD North-west side, outside No.35
ESSEX ROAD South side, outside No.39	OXFORD ROAD East side, outside No.52/54
EXMOUTH ROAD West side, outside no.10/12	PERCY ROAD North side, outside no.75
FESTING GROVE (a) North side, outside No.23/25 (b) North side, outside No.73	RANDOLPH ROAD East side, outside No.96
FORDINGBRIDGE ROAD East side, outside No.60	REGINALD ROAD (a) North side, outside No.178 (b) South side, outside No.45
GAINS ROAD (a) North side, outside No. 21 (b) North side, outside No.37	ST AUGUSTINE ROAD West side, outside Nos.49
GLADYS AVENUE East side, outside no.76	ST RONAN'S ROAD East side, outside No.80
GLASGOW ROAD (a) North side, outside No.28 (b) North side, outside No.48	SHADWELL ROAD (a) South side, outside No.43 (b) South side, outside No.117
GLOUCESTER TERRACE North-west side, outside No.9	SHEFFIELD ROAD North side, outside No.49
GOODWOOD ROAD West side, outside No.17	SHELFORD ROAD West side, outside No.3
GROVE ROAD SOUTH West side, outside Holmbush Crt, just north of Queen's Crescent	ST CHAD'S AVENUE North side, outside No.7
HAROLD ROAD West side, outside No.23	STUBBINGTON AVENUE North side, outside No.207

HASLEMERE ROAD East side, outside No.39	TASWELL ROAD East side, outside No.32
HAVELOCK ROAD North side, outside No.9	WADHAM ROAD South side, outside No.63
HAYLING AVENUE North side, outside No.151	WALLACE ROAD West side, alongside No.249 Powerscourt Road
HIGH STREET, OLD PORTSMOUTH South-east side, outside No.17	WAVERLEY GROVE South side, outside No.2
HIGHLAND ROAD South side, outside No.24	WHITE HART ROAD West side, outside Mountjoy Court
HUDSON ROAD South-west side, outside No. 52	WHITWELL ROAD South side, outside No.36
JESSIE ROAD North side, outside No.105	WYKEHAM ROAD South side, outside Nos. 81
JUBILEE ROAD East side, outside No.82	WYMERING ROAD, NORTH END South side, outside No.120
KENSINGTON ROAD East side, outside No.160	

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. A copy of the draft order including a statement of reasons is 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 to object to these proposals may do so by sending their representations via email to transportplan@portsmouthcc.gov.uk or by letter to Stuart Court, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 75/2020** by **28 September 2020** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. 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 received

BERNEY ROAD North side, outside No.19	
	<p>this to me is not acceptable as there are no Electric vehicles in our road and then to install it right in the middle of residents housing when there are better spaces available at the end adjacent Shirley Avenue where the spaces are not in front of any houses. Please rethink this proposal as this could become a dead space! There are better locations this end of Kingsley Road at Bransbury Park entrance Please Please rethink this location as this could be crucial in long term.</p> <p>---</p> <p>First of all let me say that I applaud the City Council's initiative in installing charging points for EVs throughout the city. It seems to be a plausible solution to a difficult situation where the majority of properties in the city are not able to install their own home charging points. However, I know for a fact that I have not been aware of any survey or questionnaire asking me for my opinion on the installation of a point in Berney Road. Furthermore, I have to say that your selection of roads in which to install the points is rather confusing. Taking Berney Road as an example. This is a road consisting of 27 houses, all of which, I am certain, have at least 1 car, and a few have 2. Allowing for sensible parking there are 32 parking spaces, all of which are occupied as I write this letter. Included in this number is 1 disabled bay already in place, the installation of which, I understand, is imminent. This reduces the. number of spaces to 30, and the EV bay will reduce it further to 29. Overflow cars already have to find alternative parking elsewhere. With the exit from Dunbar Road onto Ironbridge Lane blocked off, Berney Road has become a cut through for traffic from Locksway Road travelling to Milton Road on its way to the sea front and other parts of Southsea, and vice versa. Consequently the road is always busy. If I may suggest an alternative position for the EV bay, Redlands</p>

	<p>Grove, opposite Berney Road, has the available electricity and space. It is also a fairly quiet road where a car parked for many hours will be less of an inconvenience.</p> <p>---</p> <p>On receiving the letter of the proposed electric parking point on Berney Road I feel that with parking already at a minimum, a charge point right in the middle of our road is not effective planning. If required for residents to use it will eventually make a dead space in between people charging their electric cars, which I don't think needs to be the case. In our area there are plenty of spaces that would not affect the normal streets parking. For instance on Berney Road on both sides coming in from Shirley Avenue there are a few spaces/double yellow lines that could be used for that purpose. On entering Redlands Grove from Iron bridge lane there is a spot available on the right hand side. In Kingsley Road along the edge of the sheltered housing there are spare parking areas which could be used as a electric charging point. I think there could be alot of these spaces that could be used all around Portsmouth without affecting people's parking in the streets too much.</p>
<p>KING JAMES TERRACE, BROAD STREET North east side, outside No.3/4</p>	
	<p>We received a letter from the city council today, inviting us to comment on the installation of a car charging point in King James Terrace, Broad Street. I am very much in favour of a local charging point.</p> <p>---</p> <p>Fantastic news that an electric vehicle charging point will be installed in Old Portsmouth. Thank you and please install more to encourage us all to make our city and society greener. Electric vehicles are the future!</p> <p>---</p>

	<p>I am writing in support of the plan to implement electric vehicle charging points in Portsmouth, in particular the site at King James Terrace, Broad St.</p> <p>---</p> <p>I am sorry for the delay in writing to you and hope it is not too late.</p> <p>If you are familiar with the proposed site of the charging point you will already know this is an area with very limited parking capacity and will further add to the parking problems of all residents.</p> <p>A better solution may be to install fast charging points in public car parks such as the park and ride on the approach to the city so that drivers could get 3-4 days local commute or a trip to London on a charge in the same way combustion engined car drivers have done for the past century, if I choose to use an electric car I will not lose the capacity to manage my vehicle.</p> <p>In my travels to cities more advanced, and parking more under pressure, than ours in the charging roll-out I have noticed some multi-point sites frequently short of vehicles whenever I pass while others may have several cars waiting.</p> <p>At this early stage in the adoption of electrically propelled vehicles I think it should be mandatory for charging points to automatically issue fines for over staying the charging period after an acceptable period of grace or there will be too many charging points if this scheme goes ahead and nowhere to park my electric car overnight.</p>
CANTERBURY ROAD North side, outside No.31	
	<p>I am writing to say my partner and I who live in Canterbury Road, Southsea, object to the proposed vehicle charge point. We are very much against it. It is already extremely hard to</p>

park and we live in a permit zone. Many vehicles who clearly do not have permits already park down here and are not picked up for it so we're paying for permits which aren't enforced. There will often be vehicles and work vans still parked here at 17.30 and I've only seen them get tickets on one occasion about two months ago. It was supposed to make parking when getting home from work easier and it hasn't, it hasn't helped the problem. Adding a reserved space for a car charging point is going to make it even worse. Why should 1 person have a reserved space when none of the rest of us do. We read the guidance and it says you can only park in the space when you're charging a car, so what happens when that one car has finished charging say at 20.00 in the evening, surely it then needs to move out the space as it's no longer charging? Where would it move to?! There won't be anywhere for it to park as all on street parking will be taken. So it would then stay in the space - will the spaces be checked late at night? Because there will clearly be people doing this which is not fair. And if there was a second car who wanted to charge the space would be blocked. Also if you get home with no where to park and that space is frequently empty and no one else can park in it that would be so upsetting. We're not convinced the permits we pay for are checked everyday so doubt this would be. Also I go out for a walk at 06.30 each day and there are always people who are parked on double yellows, again never get tickets. Please do no install this, we are very against it, it will add to our parking anxieties when getting home from work.

Whilst generally in favour of this scheme, my one reservation is that it will reduce parking availability in a street where there is a lot of pressure on parking spaces. I note that the bay will only be available whilst a vehicle is re-charging but how can this be enforced? It seems to me that the owner of this vehicle will have a virtual guaranteed parking space

	<p>outside their home whilst other residents have to fight for fewer spaces. I assume that the electric car owner would still need to obtain a residents parking permit? Will this apply to a pure electric vehicle only? Many hybrid vehicles are no more economical than my petrol Honda Jazz which does an average 55mpg.</p>
CAMPBELL ROAD North side, outside No.7	<p>Whilst in principle I can see the benefits of moving towards electric vehicles in the future I strongly believe that it is simply not acceptable to keep taking parking spaces away from other residents in order to facilitate this. I pay substantial council tax, road tax, permit parking charges, whilst at the same time having limited parking due to multiple bus stops, drop kerbs and the limitations of the permit boundary. Living on the permit boundary we are already limited by the fact that we cannot park in any road north of our property during time restrictions. Also, only last year I had to object to another neighbour applying for a dropped kerb in the street, why are PCC so determined to limit parking for the majority? If this plan is to go ahead which I believe from the letter is already agreed then I think i would be within my rights to expect a discount on the cost of my parking zone permits. Either that or consideration of being able to park in neighbouring parking zone boundaries - something the Lib Dem's spoke to us at length about during their local election canvassing.</p> <p>---</p> <p>Sorry for the slow reply. Campbell road would work for us. Really we need a long term solution to Chelsea Road and similar streets. The old lampposts are nice, but the council need to make some exceptions on the conservation area rules to accommodate this. many thanks</p>
CHESTNUT AVENUE South-west side, outside No.21	

I would like to log an OBJECTION against TRO 75/2020 - specifically the placement of the ELECTRIC VEHICLE RECHARGING PARKING PLACES; specifically CHESTNUT AVENUE South-west side, outside No.21; for the following reasons: As the homeowner Chestnut Avenue and an active family , it will cause my family and I problems not being able to park or load directly outside our house - especially when moving children and belongings/sporting equipment (such as canoes) in and out of the house. While the residents parking has alleviated some of the parking issues (with the exception of Football days), there have been problems enough parking on the road and to not be able to park/load outside will be a massive inconvenience, it will be especially frustrating if the bay is left empty for long periods of time as other similar spaces in Portsmouth are. Having a number of friends and colleagues in the City with these spaces on their roads; it is a cause of frustration and irritation to them; especially when the road is full and they are unable to park close by; but the charging space close by their house is unoccupied. Chestnut Avenue is a very narrow dead-end road; there are a number of issues with drivers being turning around in the road; as they are unable/uncomfortable about reversing down it and instead attempt to turn around using a small driveway halfway along, The low wall on the driveway opposite have been knocked down or damaged a number of times and my car and those of others have been damaged by people unable to manoeuvre in the confined space. I fear that this may exacerbate the situation. While I fully support the introduction of electric cars into Portsmouth and the addition of these Parking Places to charge them; I do find it frustrating that having found a road where I am able to park close by my house, without having to drive around for periods of time to find a space (the residents parking zone was worked well in this regard), and the fact that I will be unable to park and load outside my house due to this Traffic Order is not welcome or appreciated, I do understand the desire to

	<p>have one on Chestnut Avenue and I would like to suggest alternative placement on the road if possible: 1. Outside Number 9 Chestnut Avenue This is the next lamppost towards the beginning of the road. It is a shorter distance from the junction with Fernhurst Road and this positioning will enable users of the Charging Bay to access the Parking Place without having to turn around in a narrow road. I understand this may come across as a little selfish, having the ability to park outside one own house in Portsmouth (even occasionally) is a luxury and one not easily surrendered - especially with a young family and parking was a factor in your decision to remain in the city.</p>
CHICHESTER ROAD North side, outside No.305	
	<p>Many thanks for your recent letter regarding a proposed EV charging space at 307 Chichester Road, Portsmouth. I would just like to drop you a note to say that we fully support the plans to add additional charging facilities to our area. We are considering a change to EVs and the main delay is the lack of charging opportunities in the local residential area.</p> <p>I think it is great that Portsmouth is coming up with new ways to make our city cleaner and encourage the use of EVs.</p> <p>---</p> <p>I am contacting you in relation to the project proposed by Portsmouth municipality for installation of car charge point at the above road. I have to be honest that I have regrettably accepted your proposal with great level of pessimism not to say even a frustration. I undoubtedly have my reasons for this which made me have contacting you via your provided email address and I am grateful as I can express my view on this matter as I see no other way of doing this. I appreciate your work and efforts to reduce air pollution and improve air quality for Portsmouth residents and other areas. I am however unsure how much of research has been done</p>

in this area and if there has been any public discussion with residents of same area. Myself being a resident at Chichester road since 2008, I can honestly say this is a wrong approach to improve life quality of residents in the area. I am not against car charging points and especially not against electric cars but why it is the Chichester rd chosen as suitable location for this is out of my comprehension and logic. From what I know Chichester road is one of the busiest roads in Portsmouth. Lack of parking in this road is making residents life more and more difficult. The municipality has extended double yellow lines, number of disabled parking areas is growing everyday and same time frequency of abuse with those allocated parking is also growing, something is see everyday. I know for evidence houses with allocated disabled parking have two to three cars and plus two to three motorbikes, this way occupying half of street for themselves which should be unlawful. Speaking for myself, I commuted everyday to work for almost 3 hrs and then when arrive at Chichester road I have to drive around for another 1/2hrs to find parking because some residents have no consideration for others. Making other resident drive around the area for more than necessary because some irresponsible people does not help improve air quality, in the contrary it aggravates situation. While municipality has done nothing to change this situation, parking tickets at same time can be un avoided as hard working class are forced to park anywhere after long working hours. Municipality should enforce annual parking fees for resident who have more than one vehicle that way I believe numbers of vehicles in the street would be reduced and would impose some order. Municipality should also create parking lanes for each house to prevent residents of a house to take over half the street and use it for their own interests while damaging real working class. Going back to electric car charging points, I can definitely say I see no electric car being driven or parked in our road. At least I don't see anyone owned by neighbours. Why is that,

	<p>because to own an electric car you need to have at least 20k£. Chichester road is not road of rich residents. I very much doubt that people who can afford an electric car would keep living in Chichester road. For people to afford electric cars in general government needs to bring forward incentives to help people buy those cars (Germany does this) but for now I am sure this is not going to happen any time soon either. I want to apologise for this long email but please take into account real evidence and existing circumstances and real negative impact on people's lives and working class in the area before moving forward with your project. In my opinion, the project need to be postponed until some other changes are made in the street in advance to the benefit of residents</p> <p>---</p> <p>Although I am not so naïve as to realise the need for progress and to create an altogether healthier environment the installation of electric vehicle charging points on residential streets seems like a typical council policy to create problems rather than solving them. Instead of building more flats on every piece of demolished land could not some of this land be used for charging stations where all the well off hybrid owners can congregate with their expensive cars instead of taking away more precious parking spaces from normal one car owners who can't afford a new or even used hybrid vehicle. It seems like another typical council decision to look after the few and ignore the rest of us tax payers, again creating problems rather than solving them, Regards - a disgruntled tax paying one car owner</p>
CLARENCE PARADE South side, opposite Park House	
	<p>I fully support the installation of a new EV charge point opposite Park House.</p> <p>---</p>

	<p>I have recently been passed your letter dated 7th September to residents of the above property, regarding proposed electric vehicle charge points. It is encouraging to see Portsmouth City Council taking the initiative to provide these facilities across the city, and Dack Property Management Ltd who are responsible for the management over 20 Blocks of flats on South and Clarence Parades alone welcomes this initiative. I have had several questions put to me regarding this and I would like the opportunity to discuss them at some point with you if that is an option? Many of the blocks we manage do have off road parking but providing charging points to these or nearby areas is not always straightforward.</p> <p>---</p> <p>Just to let you know that as a residents of Clarence Parade, my wife and I support and welcome your proposals. we have recently had a trial run in an electric vehicle supplied by a local garage. We were seriously impressed and have decided to replace our elderly diesel vehicle with an EV in the not too distant future.</p> <p>---</p> <p>In response to your proposal, No. Following reasons: it is empty for 90% of the time. There is further along towards the pyramids again I see empty when I drive/walk past. I could come up with person reasons but as this is business case I believe the above need to be taken into account. My proposal for suitable spaces: Use the roads we cannot use our resident permit parking on and are within reach eg Jack Cockerill Way Avenue de Caen According to your letter, this is being trialed for 3 years, can you let me know more on this. Can you clarify: a PCN may be issued, if it is law then should it read "will" be issued?</p> <p>--</p>
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	<p>We own one full electric and one hybrid vehicles in Clarence Parade.</p> <p>We fully support your scheme and are very happy to charge our cars at the current bay</p> <p>Sadly, sometimes we are not able to access to this charging point as from time to time there are non-electric vehicles parked there. Not sure if they are aware of the PCN? But also not sure the parking wardens are issuing this. In addition to this, there has been a bit of “vandalism” , as we’ve noticed that people just go and unplug our car, this happened the other night at 10.30 pm without us noticing this. I understand this is out of the scope of the project but just find it frustrating at a times, probably some awareness could be part of the project perhaps?</p> <p>Anyways, happy to see Portsmouth installing more electric charging stations!</p> <p>Congratulations with the project.</p> <p>--</p> <p>Congratulations to Portsmouth City for installing more public charge points in anticipation of demand.</p> <p>I make regular use of the two points in Clarence Parade, and sometimes when demand is high in Florence Road and St Catherine Street.</p> <p>It is good to know that further points will become available as more of us switch from combustion cars.</p>
CLEVELAND ROAD (a) South side, outside No.11 (b) South side, outside No.43	
	<p>I don't believe that this is a good idea as there isn't enough parking in the area as it is. It seems as though the residents with electric cars will get personalised parking spaces, while the rest of us lose at least 2 spaces of the few that are available.</p>

	<p>---</p> <p>Cleveland road is too narrow and is already surrounded by the major roads of Victoria north, gold smith Avenue and Fawcett road. This would bring lots of traffic into Cleveland road.</p> <p>---</p> <p>I would like to object to having 2 charging points on my road. Parking is difficult enough as it is without losing 2 spaces to someone who may not even live in the area. There are a number of charging points around the city which should be sufficient for the number of electric cars owned. Many in public car parks. We are being charged the full rate for parking permits even though we only get to park for 2 hrs in our own street. The hours for parking need to be looked at first before anything else.</p>
CROFT ROAD North side, outside Nos.17/18	
	<p>Lampost is in fact between nos 17/16 not 18/17 as planning says. Parking is already at a premium if a bay is marked out for a charging bay and not used there will be a huge wasted space. The location is right next to alleyway that runs through (pitcroft lane) already marked with double yellow lines. After speaking to all neighbours in road not one has said they have expressed any interest in one being installed and if there indeed was a survey done of the road you would see thta if there has to be a point that there is a more convenient placement on the southside opposite nos 1&2 which would be a safer more secure placement.I feel that a survey hasnt been carried out in the road as some of my points prove</p>
CROFTON ROAD, NORTH END (a) West side, outside No.37 (b) West side, alongside of 98 Kirby Road	
	Objection to location.

	<p>Having read the proposal for charge points potentially being installed I would like to question the location of the charge points. Parking is such an issue in this area and my only question is that if you are lucky enough to afford an electric car then you are effectively being given a designated parking space outside your house?</p> <p>I have noticed another charge point but this has been installed at the end of the road which seems more practicable for not only the resident of that road but for other users. Electric car owners seem to be given all the incentives and I can understand why regarding environmental aspects. But surely if the charge points are positioned at the end of the road this would not be an inconvenience to the electric car owners. We are all residents of a busy area and we all would like to have easier parking. A frustrating issue with parking on terraced streets is people taking up two car spaces with one car. Are there any thoughts about parking bay lines which would be enforceable for example? I look forward to your reply.</p> <p>---</p> <p>I am all in favour for them and think there should be many more for when it goes live properly probably in a year or so.</p> <p>---</p> <p>As you will be aware parking in the area is horrendous and we're already fighting to park more cars in the area than spaces available. Therefore creating a bay for electric cars on the road would make parking even worse. We currently have households with more than 2 cars on the road and a disabled bay which often stands empty as it is misused by the people its intended for</p> <p>---</p> <p>Further to the receipt of your letter dated 7 September 2020, I would write to express my concern with regards the proposed locations</p>
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	<p>of the vehicle electrical charge point. I would make the following comments: -</p> <ul style="list-style-type: none"> • Why are you proposing to install two charge units in one road? If you are installing 83 units in the whole of Portsmouth, out of the 1200 roads, why would it be necessary to locate two units in what is a very small, very crowded road. As it is there is very little parking in the road as it stands, especially considering the amount of traffic the junior and infant school create continuously. • Your letter has stated there has been interest from residents within the area, I cannot comprehend why you would not place the units outside the homes of the residents that have shown interest, why are you placing a unit outside my house? • Indeed, why place the units outside anyone's house, there are currently lampposts at either end of the street not in front of people's houses, that would appear to provide better opportunities for use from both Crofton / Kirby or Crofton Mayfield's if placed at the road ends (like in Balfour Road which can be used by Balfour / Kirby Roads). • Notwithstanding the above, I do not even have a lamppost outside my house, Nr XX the lamppost is outside Nr22 • From a personal standpoint, and not wishing to be a 'nimby', as my husband has a brain tumour I am the only driver in the house, not being able to park outside my house would make more life more complicated and I am currently in the process of applying for a disabled bay/ blue badge to be located outside my property number XX. • The location proposed is also at the access point of a shared areas leading to garages, where residents also park daily due to the congestion, if it is used by a non-resident it will make access impossible to this area as the turning arc is very tight due to the narrowness of the road, currently if it is a local
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	<p>resident we know whom to ask to move their cars.</p> <p>I trust you will take my above comments in to consideration when deciding on what action to take.</p>
DE LISLE CLOSE West side, adjacent to Nos.7-19	
	<p>(The comments below are all from one resident.)</p> <p>Hi I see my road de lisle close is still on the list. I specifically asked for my application to be removed as I did not want to upset my neighbours and now I see it is still listed.</p> <p>---</p> <p>It should also be noted that I now have a charging point located in my garage so it is no longer required in the street as previously advised</p> <p>---</p> <p>Good afternoon I made an enquiry back in January about having electrical charge point fitted to my road it was described that I could not have a ChargePoint fitted to my garage however since this time I have have had a socket fitted and therefore no longer require to have the socket in my road I have since received a letter yesterday advising me that the socket will be fitted and I'm curious to know as to who asked for this if it's somebody else in my road or whether it is still taking place from my initial enquiry and I do have a facility that I can also charge my vehicle whilst at work and so I do not require this to be fitted in my road</p> <p>I feel it better allocated to someone else who does need a charge point fitted for use as your circumstances has changed</p>
DUNBAR ROAD South side, outside No.72	
	<p>As parking is already at a premium, I object to the fact that at this moment, as there is only one resident owning an electric car, the ev owner would have sole ownership of that space as once the car has been charged, no</p>

one else can use the bay. So ultimately we car owners have lost a parking bay. I think this is an extremely selfish service towards all other Dunbar car owners residents. The electric car owner would come home and plug in and that would be that!!! There is no way for anyone to know when the car has been fully charged or not so the car spends the night and day in a secure parking bay. We all struggle to find parking and sometimes have to park streets away, but the owner of this electric car has effectively procured their own parking bay.

There are quite a few elderly residents in Dunbar Road. Coming home after 6 in the evening parking spaces are almost non existent. My husband and I have had to carry heavy parcels from three streets away when there were no spaces available. I am not a luddite and agree that there is a need for electric charge points, but as there is only going to be one electric point in this road and it is a very long road, I cannot see how this is going to be a viable proposition. I would like to suggest putting in an electric charge point on council land that is not currently used for parking. What about the area in front the huge billboard on the corner of Essex Road and Eastern Road?? Get rid of some of the billboards and make spaces for them. There are places available that can be utilised other than residents parking.

I live in Dunbar Road and have recently received a letter to inform me that an electric vehicle charging point will be installed in the road outside No.72. I am writing to object to this as it effectively means one parking space less in a road (like many terraced roads in Portsmouth) where parking is at a premium. The owner of this vehicle will not be allowed to park there unless the charging is taking place so he/she will need to find another space in the road. The city is completely

clogged with cars and, whilst the argument of less pollution and a greener atmosphere is one which holds sway in these times, the reality is that many residents with cars already have to find somewhere to park, and very frequently in another road which is already clogged, and with parking zones coming into force, I am really at a loss to know what we are to do. Of course when that resident is charging up his/her car, they will have a personal parking space. I rest my case.

I am writing to strongly object to the electric charging point proposed in Dunbar Road at house number 72.

I have the following reasons for objection:

- I have noticed alot of electric cars are taxis. This supports the argument that they will be coming and going and 'hanging around'

- Due to Milton Park School being located at the beginning of Dunbar Road the traffic on the road is already very high. Many parents drop the children off or walk down Dunbar Road, so increased traffic to this road would suggest a lack of judgement, when the two adjacent roads (Kingsley Road/ Glasgow Road) may be more appropriate.

- The letter states that Dunbar Road was chosen due to resident's requests. If there have been specific requests then can they be places at the relevant address?

Could it be placed outside a housing block or multiple flats? For example, at the end of Dunbar Road there is a converted pub or on the top end of Kingsley Road there are flats overlooking the field.

I feel very concerned about all of the above and would appreciate an acknowledgement of my email and confirmation that this will be reconsidered and moved elsewhere?

We have received notification of the above outside of 72 Dunbar Road which we object to. Your letter says that the location has been identified following resident requests but also that once you have been informed that a

	<p>resident in the road owns an electric vehicle you will mark the parking space. If you haven't already been informed of a resident owning an electric vehicle, which resident has requested this location? Parking in this road is at a premium as it is. Would it not be better to locate these charge point near a lamp column outside of a corner property that has more than one option to park? The lamp column outside of No. 72 is not next to the kerb so more information about a satellite bollard would be appreciated.</p>
EASTFIELD ROAD South side outside No.73	
	<p>I would like to write to object to the implementation of an electric vehicle charge point outside number 73 on Eastfield Road.</p> <p>Parking on Eastfield Road is already difficult enough. There is a significant volume of disabled parking bays which make it very difficult to park, particularly in the section of road you have proposed the bay, with disabled spots outside numbers 55, 59, 60 and 72.</p> <p>There is also already an electric vehicle spot down this section of Eastfield road which is never occupied.</p> <p>Further to this, we are non-permit parking and border the permit parking areas to the West of us, so we get the overflow of all the cars which are not able to be parked in those areas making it impossible to park outside of working hours.</p> <p>It is not essential that the owner of the electric vehicle have the reserved space outside of their property, therefore given that there is already an electric bay on Eastfield Road which is never used, there is ample opportunity for them to use this bay. As such a different road should be chosen to install the new electric bay where there is not already such a spot. If Eastfield Road must be chosen to install the bay, then the opposite end of the road should be utilised where there is not</p>

	<p>already an electric bay, and where significant space is not already occupied with disabled parking.</p> <p>---</p> <p>I have recieved your letter with regards to the subject above and would like to provide my support for additional electric bays on the street. I live at XX Eastfield Road and have a lamp-post outside so if you decide to add any more please consider doing this one.</p> <p>---</p> <p>I would like to express my concerns about the proposed electric charge point in Eastfield Road. We do not have permit parking in place, and with other surrounding roads having this in place for resident parking we have had to accommodate the overspill in our road. This makes it extremely difficult to park most days when my husband returns from work, and as we already have an electric charge parking point at the top of the road (by the Winter Road end) I feel adding another will take another valuable space that will exacerbate the already difficult parking situation. There are quite a few elderly residents in Dunbar Road. Coming home after 6 in the evening parking spaces are almost non existent. My husband and I have had to carry heavy parcels from three streets away when there were no spaces available. I am not a luddite and agree that there is a need for electric charge points, but as there is only going to be one electric point in this road and it is a very long road, I cannot see how this is going to be a viable proposition. I would like to suggest putting in an electric charge point on council land that is not currently used for parking. What about the area in front the huge billboard on the corner of Essex Road and Eastern Road?? Get rid of some of the billboards and make spaces for them. There are places available that can be utilised other than residents parking.</p> <p>---</p>
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I don't own an electric car myself, but having more charging points available makes buying one more attractive. Reserved bays for electric vehicles also do this. Encouraging the switch to electric vehicles should be a top priority for the council. It would also be helpful if the resident parking zone that has been recently informally consulted upon could be formally consulted on and brought in as soon as possible. This is because the electric charging point, if made into a bay, will make parking for non-electric vehicles slightly harder. A resident parking zone would help get rid of some of the cars & vans that are never or hardly ever used, as well as to discourage households having more than one car each, and there are certainly some of these on Eastfield Road.

Hello,

I have just received the TRO in an email regarding charge points in the city.

The only new install I can see on Eastfield Road is outside number 73 on the south side of the road

Great, thank you... this is brilliant for us.

We received the letter regarding the installation of the new electric car charging point in our street outside no.73 Eastfield Road.

Whilst we agree that more changing points are required around the city and they should encourage more residents to get electric cars as it becomes easier to charge, we wish to object to the installation of the new charging point outside No.73 Eastfield Road. There are a number of reasons for the objection including:

- There is already an electric charging point on the street as you turn into the street. This is approximately 0.1 miles away from your proposed new location which takes approximately 1 minute to walk.
- The one installed is 1 out of 36 and you want to install a 2nd, surely it would be better to spread them across the city creating even distribution instead of hotspots.
- We have been monitoring the use of the existing charging point since receiving your letter and can confirm that we have only witnessed it being used by 1 vehicle (Tesla) that lives on the street. This has been on 3 occasions since the 7th September. We have not witnessed any other cars using it. Therefore surely if the demand for the existing charging point is not high, there should be no requirement to install another one on the same street. We would appreciate you investigating the usage of the current electric charging point.
- Prior to receiving the letter we have only ever seen the Tesla and 1 other vehicle use the charging point since install.
- You may have noticed within the vicinity of the proposed electric charging point outside no.73 there are 4no dedicated disabled spaces. Whilst these spaces are needed for residents that require them, this already makes the street difficult to park in due to the number of disabled space.
- Between 1 and 124 Eastfield Road there are a total of 7 Disabled spaces on the street, 4 dropped Kurbs/access points and 1 electric charging point at present. This creates further difficulties with parking currently.
- The introduction of the neighbouring resident parking zone that we are on the boundary of has caused displacement parking. This is making it even more difficult for residents of Eastfield Road to park on their street.
- Resident disputes occur regularly between neighbours due to poor parking practices or trying to save spaces for 2nd vehicles, adding an additional point which can only be used when charging an electric vehicle is going to

	<p>increase the disputes due to reduced availability of parking.</p> <ul style="list-style-type: none"> • In the evenings/night around the area residents resort to parking on the double yellows due to lack of parking provision in the area. The introduction of a new electric charging point will increase this occurring despite it being illegal. <p>We would appreciate you taking these comments in to consideration and instead install an electric charging point on an alternative road/street. For example Westfield. If you would like to discuss this in more detail i am happy to be contacted on the details below.</p> <p>--</p> <p>Why do we have to loose another parking space in an already cramped area. There is already a charge point at the beginning of eastfield road, how many will be installed as a maximum in this type of road? I do object because there is a charge point already and even tho eastfield road is half a mile long it is in two parts and the the charge point already in position is at the start of eastfield road as it's a one way road and number 78 is only a minute walk from said point. So in fact if your saying that eastfield road is half a mile then if it's in two parts then the first part is only a quarter of a mile long and the other quarter is over Prince Albert road which has nothing to do with the first part only by name. Eastfield road is only half a mile long as said by google maps</p>
<p>EMPSHOTT ROAD North side, outside No.89</p>	
	<p>I of course would like to oppose the decision as parking on my road is hard enough as it is but to encourage other members of the area to park here as well as the business and co op visitors for Winter Road would be a nightmare. I understand people need to charge their electric cars but think installing these points should be reserved for outside their home or in a communal space such as at</p>

the end of the street by the co op where there is less residential properties better still on Winter Road. The proposal would mean that if the bay was marked up I could receive a PCN for doing so even if no one with an electric car was even parked there, what a waste of a space. My thoughts are the money would be better spent on marking bays anyway to stop people parking like absolute fools! Sometimes parking is impossible due to the gaps left between cars being a large waste of space but not big enough to actually park in. Parking bays in my opinion would be a better investment and then save the electric installations for outside of peoples homes who have actually taken the step to buy an electric vehicle already, the same way it works for residential disabled parking. I dont think installing points in random places is the answer as thier are not enough affordable desirable options of electric car models available to make people make the switch so think until that time comes it is a waste of time and money!

Please keep me informed about this as I strongly disagree with the proposal.

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It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping

	<p>point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of providing facilities in the roads can be considered. Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.</p>
<p>ESSEX ROAD South side, outside No.39</p>	
	<p>I'm a resident on Essex Road and I'm emailing to express my full support for the electric vehicle charging point. Hopefully it's the first of many more in this city! Many thanks.</p> <p>---</p> <p>I agree with everything in your recent letter about encouraging EV use, reducing air pollution, and installing more charging points, etc. So, everything you propose is great in theory. However, in practice, this is neither the time nor place for a charge point. Why? Because currently parking in Essex Rd is a complete nightmare! There are simply not enough parking spaces. If I drive home in the evening or at weekends, there is nowhere to park. Giving up just one space to EV charging, will exasurbate the problem for me and my neighbours. This is exactly why I have not requested a charging point for my use. I</p>

drive to a local fast-charging station which is much quicker. I believe my area is being considered for a Residents' parking scheme, following a 90% favourable response from a recent survey. This may reduce the number of cars parked in the road, which is a great thing, but even so, I believe the better course of action would be to increase the number of super-fast charging stations in public areas, rather than install domestic ones.

We wish to object to the electric vehicle charging point you propose to install @ 39 Essex Rd. We are both pensioners & need transport for hospital, doctors & shopping etc. We have trouble parking at the best of times & this will make things a lot worse. There is waste land at the end of our road that could be utilised, it could take a couple of charging points & allow more parking spaces in Essex Rd..

Thank you for your letter dated 7th September about the proposed electric charging point for cars outside 39 Essex Road.

Firstly can I state I understand the need for these points and that electric cars will undoubtedly be a necessity in the fight against climate warming and the current eco state of the planet. We already drive a hybrid, partly for eco reasons.

However I would question the site that has been chosen for this segment of Essex Road.

At the eastern end of this section of Essex Road, there is a section of spare land and a lamppost opposite which must have an electric supply, and I wonder if this could be an alternative possibility for your consideration.

I leave this for consideration in your capable hands.

	<p>---</p> <p>Objection to Electric charging point – 39 Essex Road</p> <p>With reference to your recent letter dated 7th September 2020, we wish to record an formal objection regarding the charging point installation outside 39 Essex Road. This would be based outside a house where pensioners with mobility issues live and also opposite a disabled parking bay. As a resident we try to ensure that parking outside no 39 is available for the elderly couple that live there as we are only too aware of the mobility issues.</p> <p>As an alternative solution, may I suggest the following places for installation</p> <ul style="list-style-type: none"> • 1 - At the bottom of Essex Road, by the phone box which is a dead end in the road fit for parking a vehicle • 2 - Using the waste land at the end of Essex Road, turning this into a mini car park for electric vehicles only. This has the benefits of potentially serving many roads around Essex Road, as could also attract people to the local shops, at a time when business could use the support. Plus, this land could part potentially 6-8 vehicles, making it a very green and long-term solution.
EXMOUTH ROAD West side, outside no.10/12	
	<p>I am writing to to say how pleased I am that there is a proposal to install an EV chargepoint in (Exmouth Rd). I am impressed with PCC's progressive plans for installing more of these throughout the city. It would be great if there could be some faster charge ones in places as well.</p> <p>--</p> <p>I have been away and recently got back to find the letter regarding the electric car charging in Exmouth Road. I am fully in support of this as I am an EV driver and would love to see more eco friendly options available.</p>

FESTING GROVE (a) North side, outside No.23/25 (b) North side, outside No.73	
	<p>I note that two electric vehicle charging points are proposed for Festing Grove. Given that an resident's parking zone is also proposed for this road I hve the following questions.</p> <p>Does this mean the loss of two parking spaces for residents who do not own electric cars?</p> <p>Will owners of electric cars be prevented from making permanent use of these spaces, and if so, how?</p> <p>---</p> <p>I'm all in favour of electric vehicles, but due to the underhanded way Portsmouth City Council has introduced residents parking zones across the city and the impact of displacement parking, it's already really hard to find a parking spot in Festing Grove and now you want to take away several parking spaces.</p> <p>---</p> <p>I fully support the plan to install chargepoints in our road. My one concern for the future is that as the number of electric vehicle owners increases, demand will outstrip supply, just as demand for car parking spaces outstrips the number of places currently</p> <p>---</p> <p>I support the encouragement you are giving to people who wish to change to electric cars but could I request a few provisos please: Will your parking officers check frequently that these spaces are used for charging & not just as personal parking spaces? We rarely see parking officers if at all in Festing Grove, despite me writing to the Parking Office to report continuous illegal parking on</p>

	<p>corners.Can you implement the Residents Parking Zone in Festing Grove before you remove two general parking spaces? We currently have horrendous parking issues in our road due to there being Parking Zones in neighbouring roads.</p>
<p>FORDINGBRIDGE ROAD East side, outside No.60</p>	
	<p>i am writing to complain about the new electric charge point proposed for Fordingbridge rd.We already have a charge point in our road which is never used. As you know parking is a big issue and with my work i do not get home until 7pm and i cant get a space in my road and it is very frustrating to drive past the charge point space each night and its always empty. Since it was installed in 2019 we have only seen a car using it on three occasions so i think you should be installing it where it would be used and certainly not adding another one. Your team are obviously not managing the charge points or they would have seen its not being used. I intend to contact the Portsmouth news for freedom of information request to prove that its not justified where it is and not being used.I would like to stress i am in complete agreement on having lots of charging points but surely only where they are used. Please can you get back to me on this and give me the usage of this charge point and please dont insult me with a standard reply sent to everybody who complains as i have had them before.</p> <p>---</p> <p>Re the news that an electric charging point is being put outside no 60 fordingbridge road. Whilst i know this is the 'way forward', at the present time it is an inconvenience. It in fact is the second electric point in the road as there is one outside no 1. It is already hard to park in the road as several houses have multiple cars. (One house has 4 another 2 possibly 3 and yet another 2). As some of those belong to young girls who could be in danger by parking some streets away and then walking home. Can i suggest you sort this parking problem out before you start taking away</p>

parking places for the minority. Also my wife needs me to park as close to our house as possible due to her walking either with a stick or a walking aid. (We cannot have a disabled place as she is not ranked as disabled enough). But sometimes if late getting home we have to park in another road. Something is not right. It appears that the minority rules nowadays.

Thank you for the recent notification about further electric vehicle charge points being added to the system. I think it is a good idea to place these points in residential areas so that people who have already changed to electric cars can easily access their power source, and it might also encourage further residents to make the change too. My concern is the already limited parking situation certainly on my road - Fordingbridge Road. We already have a charging point at one end of the street, (in effect losing one potential parking space) and you are now proposing to install another point further along the same street. This will mean another lost parking space. Where are people meant to park their car when more and more residents ask for a charging point? I know there are a lot of cars in Portsmouth and it is a problem. I know that some people will look to adjoining streets to park instead, but they too are already full with cars and the business vans people use for their work. Is it possible that in this early stage of placing electric vehicle charging points that there could be a limit on how many points are allocated to each street so that residents are happy that everybody's parking needs are being considered?

i am writing to complain about the new electric charge point proposed for Fordingbridge rd. We already have a charge point in our road which is never used. As you know parking is a big issue and with my work i do not get home until 7pm and i cant get a space in my road and it is very frustrating to drive past the

charge point space each night and its always empty. Since it was installed in 2019 we have only seen a car using it on three occasions so i think you should be installing it where it would be used and certainly not adding another one. Your obviously not managing the charge points or you would have seen its not being used. I intend to contact the Portsmouth news for freedom of information request to prove that its not justified where it is and not being used. I would like to stress i am in complete agreement on having lots of charging points but surely only where they are used. Please can you get back to me on this and give me the usage of this charge point and please dont insult me with your standard reply you send out to everybody who complains as i have had them before

Fordingbridge Road is not a long road and as there is already a charging point outside No. 1 Fordingbridge road why is there a need for a second. The reason I bring this up is since the charging point was installed outside number 1 it is hardly hardly used at all. Together with this charging point there is another point opposite on Henderson Rd in front of No1 Fordingbrdige so therefore within 46 paces you have 2 charging points. I'm not against No.60 having a point but No. 1 has no need for this point as they do not have an electric vehicle so therefore if No. 60 needs it then can you please consider the viability in removing the present point at the start of Fordingbridge Rd as parking here is so so difficult.

I am contacting you to strongly object to the proposal of a "SECOND" electric vehicle charging point here in our Fordingbridge road (at number 60). We already have an electric charging point at number 1 Fordingbridge road which is very rarely used. We also have another electric charging point just "20 Yards Away" at number 110 Henderson road, which

	<p>I have “never ever seen being used”. So we already have two very valuable parking spaces taken from us already now, and we certainly do not want to lose a third one.</p> <p>Hayley, it is very frustrating to return home to our road and find that the existing two electric charging/parking spaces have remained empty all day, all week, every month, and you have nowhere to park your own car, in your own road that you have lived in for over 35 years, so please don’t install a third one here, not in our road anyway, why not Bransbury road where there is ample parking, on both sides of the road ,all of the way along.</p>
<p>GAINS ROAD (a) North side, outside No. 21 (b) North side, outside No.37</p>	
	<p>As a home owner on Gains Road, Southsea I have received a letter regarding the pending installation of an Electric Car charging bay on Gains Road. While I applaud the initiative to have electric charging points, I have to say only installing one bay and then policing it similar to a Disabled Bay seems to be insufficient given the future requirements that will be needed for Electric car charging.</p> <p>Personally I am reluctant to purchase a plug in electric car until such point as there is enough infrastructure to ensure that I will have the facility to charge the car when required. I appreciate the issues the on street parking in Southsea presents in providing this infrastructure, but one point servicing over 100 properties who may all have an electric car in the near future is insufficient. It also removes one space from the already crowded road and it could be say there are 3 or 4 households with cars requiring charging and the first one arrives with the space free, and then parks there for the whole day or overnight and so blocks the space from other users. Ideally the whole street should be setup at the same time and so there will be multiple points sufficient for all cars parked on the road with no restriction to usage of the bays.</p>

	<p>This would actively encourage me to look at an Electric Car and it would not matter where on the road I parked. If you are planning to introduce the infrastructure please have the foresight to set it up for the future and not to have to revisit the road in 2 or 3 years to put another couple of bays in. The government is directing everyone to have electric vehicles the main inhibitor is the infrastructure to charge them.</p> <p>---</p> <p>Thank you for the letter about the proposed electric vehicle charge point.</p> <p>Your letter states outside number 37, I believe that there are also plans for outside number 21.</p> <p>How long will electric vehicles be allowed to park there? Once charged I expect they will have to move - what happens if the charge finishes and it is not moved, or it is the middle of the night? Are they expected to move it? They may not then be able to park anywhere else nearby.</p> <p>And we lose 2 parking spaces. If I get home from working away late in the evening and the space is free but no other, can I park there until the morning if no-one else is using it? I am paying for a permit to park in my road after all.</p> <p>If anyone is charging between 16.30 and 18.30 do they need to be registered to park in the MD Zone?</p> <p>Presumably they pay for the electricity used? Are they contributing to the installation cost?</p> <p>I can see the benefits but also potential downsides for other residents, ie two parking spaces lost and standing empty most of the time.</p> <p>---</p>
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	<p>Thank you for your comprehensive answers. Are Plug-In Hybrids included?</p> <p>You say cars are exempt from permits when in bays, and if they are plugged in they can park whether charging or not as "charging status isn't always visible to an enforcement officer". What happens if someone else has a valid requirement to charge there whilst another car is plugged in? Doesn't the bollard indicate whether charging is underway?</p> <p>I have had the following from Ubitricity:</p> <p>"As an indication of the various steps of the charging process, we use an LED on a charge point.</p> <p>Green blinking light should indicate a successful charging process going on. The faster the light flashes, the faster the energy is going through. For your ease, we also would like to add an explanation for other colours of the LED:</p> <ul style="list-style-type: none"> • Blue (solid): Available • Orange (solid): Plugged in • Orange (blinking): Attempting online connection (only DA/PAYG) • Green (solid): Not charging (connection is okay, the charging process is authorized) • Green (pulsating): Charging • Red (flashing): Error • No LED/Black = CP is faulty. (most likely)" <p>So it seems solid green indicates charging has finished, surely it should be vacated for another user? Are cars from outside the residents parking zone able to use the charging bays?</p> <p>---</p> <p>I have received notification via a lamppost and a letter informing me that there will be a charge point in my road. I nor my neighbours have been consulted. If there are interested residents then the points need to be outside their houses and a further payment required. Having a point in my road will mean that I or any elderly visitors can never park in that space despite it being in my road. I look</p>
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	<p>forward to hearing from you and I strongly object.</p> <p>---</p> <p>I object to this proposal. We have just got our road zoned and now you propose to remove two (why two?) of our parking spaces for electric charge points, with crazy usage constraints. For the vast majority of the time, these will be unused spaces reserved for the privileged use of people with electric-only cars, probably visitors to the area. There is already a charging point in Wimbledon Park Road, which hardly ever seems to be used - there clearly isn't any demand for these facilities at this stage. All the neighbours I have spoken to agree with me - this would be a total waste of money and will just antagonise local residents.</p> <p>---</p> <p>I am writing to you to confirm my support for the proposed installation of 2 electric charging points in Gains Road. It is vital that this infrastructure is put in place to encourage the switch to electric vehicles, which can be a challenge in urban environments.</p> <p>---</p> <p>While I support the drive to look at sustainable travel and believe electric cars could be part of the solution, the practicalities and the impact of two charging points in Gains Road needs to be considered.</p> <p>I would welcome officers and councillors to visit Gains Road, a highly populated street with cars. While we do have a residents parking zone, sadly this has had limited effect in offering spaces. Removing two spaces, in a street which has very few available in the first place, is excessive.</p> <p>Please review the number of permits which have been applied for and then compare that against the actual spaces available. For a number of years my wife and I have chosen to share a vehicle, for environmental and</p>
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	<p>economic reasons, not to mention a consideration of fairness. There just isn't the parking available, and the parking zone hasn't solved the problem.</p> <p>Could there be a consideration to looking at alternative streets for the second electric charge point?</p> <p>I have seen that there were an extraordinary number of spaces available in Old Bridge Road, which has recently adopted a zone. In the evening the whole street was virtually empty, it appears that this would be a more appropriate location for an additional EV charge point.</p> <p>I appreciate that there are certain requirements which need to be met to install a EV charge, but it feels particularly unfair that because Gains Road fits that criteria we are burdened with more than most.</p> <p>Finally, it also appears that the consideration for location was based on people expressing an interest, it also it is unfair that those who are able to an afford the expensive of an electric car benefit from practically having their own personal parking space too – which fundamentally isn't equitable either.</p> <p>---</p> <p>Personally I think you are being very unfair to the residents in Gains Road after having months of suffering trying to find a parking space when I come home from work because of the people in zone MD refusing to purchase a parking permit and using our road to park in (although now you have extended the permit to Gains Road and beyond it is not so frustrating) you now propose to install 2 charging units in the road. My suggestion is please install them on Waverly Road by Wimbledon park or the Wimbledon bowls where there is more space (I know you already have one near the park).</p> <p>---</p> <p>In principle I am in favour of the Electric Vehicle Charge points in Portsmouth. However I am objecting at this stage to the</p>
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	<p>proposal for Gains Road, as I do not believe residents have been given sufficient information to make an informed decision. What I am not clear about is the following: Surely electric cars will just leave themselves permanently plugged in to keep these designated parking spaces? Which effectively means that electric cars have the equivalent of their own permanent designated space. If more people request these, this would surely be unviable and also unfair to people who pay for a permit in the street but perhaps cannot afford to change their car to an electric car at this time. I may have misunderstood how this works, so apologies if I have. But I feel residents should be informed as to how this is going to work in reality and then put this to consultation again. Despite our parking permit scheme being implemented in Gains Road this is a busy road for parking and I am concerned that this is going to reduce spaces even further. Surely if two spaces have been requested in our road, one space could be shared, instead of blocking out 2 spaces for all residents in a street where parking is already difficult? I would also like to say, on a separate note, that I have noticed in the MF zone that the streets have barely any cars/there are a disproportionate amount of spaces available during the zoning hours. When the consultation for parking permits in this area were being consulted upon, I fed back that it felt that the Gains Road area would be better matched with the MF area rather than the MD area, as many of us used to park in the Craneswater area when we couldn't get into the road. Now we can't do this - despite the very (disproportionately high) number of spaces available in the MF zone) whereas the Waverley Road area we are matched with is always busy. I would ask that this is reviewed now that the schemes have been implemented accordingly.</p>
GLADYS AVENUE East side, outside no.76	
	<p>I write regarding the proposed EVC point outside 76 Gladys Ave Whilst I wholly support the need for such points and the eventual</p>

	<p>environmental advantages, I do think that in this case the whole plan has not been properly thought through! Gladys Ave is a main emergency vehicle thoroughfare and has blocks of double yellow lines intermittently along its whole length. This reduces the number of parking spaces in relation to the number of households. There are currently, to my knowledge, no electric cars owned by residents Near to the proposed point. Given the above, would it not be more practical and helpful to residents as a whole to place a charging point in either Wadham or Oriel Rd which are one way and have no yellow lines? (I also believe that there is an electric car owner resident in Wadham Rd)</p>
<p>GLASGOW ROAD (a) North side, outside No.28 (b) North side, outside No.48</p>	
	<p>Thank you for the recent letters regarding the installation of electric points along Glasgow Road outside 28 and 48.</p> <p>I do not agree that these locations are the best location in the road.</p> <p>As I'm sure you are aware, the parking in Portsmouth is horrendous. To have two or more parking spaces removed from this road is completely unfair to the rest of the residence who live here. I personally can not afford an electric car so won't be buying one any time soon.</p> <p>If there is a resident or two from Glasgow Road who have an electric car, why do they get to have a space each? This would never work if laid out across the city surely?</p> <p>I would like to ask why these have been proposed to be outside these two addresses? If you continue up the road towards the dead end, you have three street lamps on the same side as the elderly residential flats. This would be a much better location as most of the parking places there are over flow parking from residents around the area. Working vans for example. Have you checked to see how many of the elderly residents own a car at the far end of Glasgow Road and therefore wouldn't be effected if one or more spaces were lost for a charging point?</p>

There is also a street lamp outside 67 which is further up the road towards the park with ample parking across and adjacent to the park. Again this would not impact on as many residents.

Have you also considered the parking bays along by the Milton shops?

Has anyone actually investigated why two large camper vans on the junction of Transmere Road and Glasgow Road have been parked there for 4 years. The one on Glasgow Road outside @ 61 hasn't moved in 4 years and the huge motor home opp 37 Transmere road has moved once! This vehicle takes up at least two parking spaces. I understand the need for charging points, however giving the owners all of these vehicles parking privileges is extremely unfair. As residents and car owners in Portsmouth, we have absolutely no control over how many houses, flats and cars are on this island. We are being penalised by decisions made out of our control.

Portsmouth is over populated so of course air pollution and parking is a nightmare.

Yet we keep building and building creating these problems.

So, my option would be "no" to losing two parking spaces in the middle of the street effecting loads of residents for the benefit of one or two who are fortunate enough to be able to afford an electric car!

Please keep me informed of any changes to this proposal. Thank you.

With regards the suggested plan for electrical charging points in Glasgow Road Southsea I would like to register my objection.

We struggle enough with parking in this street and with new permit parking in other roads getting closer, which will make our spaces even more precious, the loss of two charging points when I have never seen an electric car in the vicinity is ridiculous.

If the council is so keen on charging points put them up in the car park at the top of the

	<p>park or dig up a bit of the park at the end of Glasgow Road.</p> <p>---</p> <p>As a resident of Glasgow Road I'd like to respond to your letter dated 7th September regarding proposed electric vehicle charging points. Whilst I'm pleased to see this general development of infrastructure I do not support these proposals in their current form.</p> <p>Instead I would urge you to consider the alternative installation of 1x charging point on Eastney Road (outside no 148) and 1x charging point on Tranmere Road (outside no 35). This offers the same number of charging points, each within very close proximity of the originally-planned locations but would:</p> <ol style="list-style-type: none"> 1/ reduce the need for installation of new, intrusive street furniture as both the alternative locations I suggest feature kerbside streetlamps; and 2/ increase the visibility and availability of charging points to through traffic. <p>My first point is significant in the context of the demographic of Glasgow Road. Although the street is not a through road for vehicles, it's a key thoroughfare between Milton Market parade of shops at its western end, and Friendly Society homes & Bransbury Park at its eastern end.</p> <p>Installing charging points on Glasgow Road will necessitate charging "bollards" on the pavement because the existing streetlamps in both proposed locations are non-kerbside. These bollards will be intrusive and inconvenient to all footpath users: pedestrians including older residents of the friendly society homes who are seeking to prolong their independence; mobility scooter users (at least three of my neighbours depend on these aids); families with young children in buggies or on play scooters/ small bikes- access to Bransbury Park means that this road welcomes more of this latter group than most residential streets. I know the bollards are</p>
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installed elsewhere but I have seen few if any installations where the pavement width has been reduced to what is proposed for Glasgow Road. You may argue that the footprint of the bollard is diminutive. I would counter that infrastructure for cars should no longer remove valuable space from footpath users, especially in this time of promoting active travel alternatives when there are viable alternatives very nearby.

Secondly, charging points are as valuable a resource to those visiting an area as they are to that area's residents. Again at this time of promoting active travel, which has seen the Council begin to recognise the importance of Low Traffic Neighbourhoods, I believe you should be looking for the greatest adherence to this LTN ethos from all new schemes. Moving one of the proposed charging points from Glasgow Road to Eastney Road would increase its visibility and accessibility to visiting drivers. This in turn would minimise the need for any drivers other than access traffic to use Glasgow Road, without diminishing the convenience of the charging point to local residents.

Finally, and I guess this is directed more at my ward councillors than the Traffic Planning Team, I want to put on record my exasperation at the three-year trial period. It's not that I think this is necessarily too long or too short for the scheme in question, but that the stated trial period in this instance highlights the Council's disdain for the active travel schemes that have been sought particularly by pedestrians, cyclists- not to mention Central Government- since the beginning of the lockdown period. Within Portsmouth some of these schemes have been introduced and removed in the space of just months; others are yet to start despite both urgent demand and funding deadlines. In the face of chronic air quality & congestion issues and an acute health pandemic that's seen citizens instructed by Central Government to walk or cycle, I'm disgusted that those in power at the Council continue to

	<p>show such bias towards schemes that favour vehicle users above all other modes of travel.</p> <p>Without detracting from the many actions the Council has taken to ensure the health & safety of Portsmouth residents, it is a shameful failure of leadership that this city, whose topography and climate is ideally suited to active travel, has not sought to capitalise on the unique opportunity to disrupt the status quo.</p>
GLOUCESTER TERRACE North-west side, outside No.9	
	<p>I am writing to object to this proposal for the following reasons: There is only 13 legal non-disabled parking space on this road for residents. The road is surrounded by high-density multiple occupancy flats and large properties making demand high, especially over-night. The parking on Kings Road is likely to be removed in favour of cycle paths, with a loss of approx 30 spaces, and many of these cars will be forced to look for spaces in the surrounding streets, including Gloucester Terrace. We are on the southern edge of our residents' parking zone LA North meaning we can not look south for space. There are many yellow lines and restricted parking all around the North of our street, and finding an overnight car parking space can be a mammoth task, resulting in a lot of anxiety and sometimes conflict with other people in the area. Cars experience damage when parked in some areas of our zone, as the residents resent strangers restricting their local parking options, despite being in a legal parking zone. In summary, while you are only proposing to dedicate one space in Gloucester Terrace for electric car charging, every space is valuable to the great majority of the residents and this loss will cause even more anxiety and stress than we experience already. For electric car adoption to increase significantly, the council needs a curb-side charging solution in every parking position then allowing any car to park in all spots. Adding the odd charging point here and there is only converting the odd car to electric. This</p>

	<p>may tick a box for the council or allow you to take advantage of the additional budget but it won't solve the emissions issue in the city. Also, currently, the resident needs to be affluent to purchase an electric car large enough for a family; affordable options are limited. Until I can get home from work and know there will always be a charging point to charge the car ready for the next working day I can't risk changing to electric. I could not make the jump even if you added multiple charging spots nearby, as there is a risk the car could not be charged. For the reasons stated I object to this proposal, however, I would welcome a more practical curb-side charging solution that works for all motor users and if that happens, would change to an electric car in a heartbeat.</p>
GOODWOOD ROAD West side, outside No.17	
	<p>In conclusion I am very much AGAINST the waste of a valuable parking space.</p> <p>---</p> <p>In response to your letter regarding the proposed electric points plan, I wish to register my strong objection. Firstly the parking permit scheme commenced last year which I believe has definitely enhanced the chances of parking in our road/adjacent roads. This is a scheme which we PAY for, I do not agree with these spaces being removed for residents and non-residents to use purely based on the usage of an electric vehicle. Surely if any electric vehicle can use the space it'll be a free space for non-residents to use, just by plugging in. How is this fair? They could be taking up the space during our enforceable 2 hour window for free and denying residents its use. In theory, that space could be empty for periods of time when a resident could park in it but can't if they don't own an electric vehicle, how frustrated would that make most residents feel when all they want to do is park near to their home but can't. A complete waste of a space that we've PAID for. I notice that Goodwood,</p>

	<p>Oxford and Lawrence roads are proposed, how is it okay to have 3 roads in a row with these points when it's a city wide scheme. 2 of these roads are in the MD Zone, again, how is this fair, we'd potentially lose at least 2 paid for spaces. I think these points should be on main roads/car parks etc. If, for example, 1 resident in Goodwood Road had an electric car, surely, in theory they could pretty much have the space to park in as long as they plug in and they beat a non-resident to it? Does the charging point indicate when the vehicle is charged, and if so, does the car have to be driven out of that space straight away? Again, if not, it becomes someone's parking space for as long as they want. If a member of the public/warden can see if the vehicle is charged and still in the space will they receive a penalty notice? I don't believe that we as paying residents/home owners who plow money into this area should be denied the use of valuable parking spaces. I also don't believe that until there is a huge takeup on electric vehicles, should this scheme be looked at. It would benefit the very few, not the majority of vehicle owners. I acknowledge that electric vehicles are very likely to be the future but I imagine that most households aren't able to afford to change their vehicles to suit this ridiculous scheme right now, and why should they be pressured into potential debt?</p>
<p>GROVE ROAD SOUTH West side, outside Holmbush Crt, just north of Queen's Crescent</p>	
	<p>The advantages of a site in Grove Road South are numerous. Firstly if you look at the current provision there is nothing in central Southsea. From where I live I have a 10/15 minute walk to the nearest charge post, which in itself isn't a problem but as the winter gets stuck in those walks will be in the cold and wet. The second advantage to Grove Road South is that that site is not using anyone's parking permit area as this site is a free parking site, so complaints from local residents will be minimal. Finally this site will be quite visible, the more people see that</p>

	<p>there is provision in Portsmouth the more people we can get to convert to electric cars. I know you have said that the electrical supply to lamp posts isn't high enough to get two bays in there but maybe in the future a bigger supply could accommodate more double bays? The other issue Portsmouth has is the lack of fast charging,. The one fast charge point at Wightlink has two bays but the Polar facility can not charge two vehicles at once! Why not? Many thanks for considering the Grove Road South option, hopefully it will win approval.</p>
<p>HASLEMERE ROAD East side, outside No.39</p>	
	<p>I'm writing to express my full support for the installation of an electric car charging point in Haslemere Road, Southsea. This is following receipt of your letter dated 7th September'20. Although I don't yet own an electric car, the installation of these points is exactly what the council should be doing.</p> <p>---</p> <p>Whilst I applaud the councils efforts to reduce carbon emissions within the city this application I must object to. Within our short stretch of road there are some sixteen houses. Already we have two disabled bays which are needed. Could this electrical charging bay be placed elsewhere, so as not to deny another parking space?</p> <p>---</p> <p>Having spoken to various local Estate Agents this will have a negative impact on the value of my property, one mentioned the possible sum could be in the region of a 15-20 thousand pounds devaluation. Due to already marked out disabled bays close to my house there is already very limited and a lack of parking in this one way road section of Haslemere Road. I fail to see why the use of lampposts on the corner and side ends of the streets are not being considered for use for charging bays as these would not be directly</p>

in front of people's houses.in your proposal you say a request has been made for a charging bay in Haslemere Road so surely a better use of public money would be to install the charger outside of that residential property who made the original request. I would like to be able to voice my opinion directly to the planning committee that are making the decisions of this.

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It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of providing facilities in the roads can be considered.Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in

	and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.
HAVELOCK ROAD North side, outside No.9	
	I am against this electric Charge bay going outside number 9 I do not want to lose a space near my property. However I would be happy if it were placed by the dentist as this is a part of the road which no houses are present. I'm sure many people would prefer this option Havelock Rd resident
HAYLING AVENUE North side, outside No.151	
	<p>Good evening from XXX Hayling Avenue Really please our address and Hayling Avenue have made the list ... this will open up our options to purchase our family electric vehicle once the works have been completed Thanks again PCC</p> <p>---</p> <p>I am writing to you to strongly object to the proposed electric charging point being installed in Hayling Avenue. The area has a huge parking issue already with overflow commercial vehicles from the surrounding roads that have permit parking in place. Not enough room already for residents and dropped Krebs being added without any consideration for the space around the drop Krebs and whether this space remains useable. Your information states that only electric vehicles can use the space and must be being charged. Electric cars make up a small percentage of the vehicles on the road at this time. To avoid impacting on the majority of vehicle users why cant the electric points be added to areas were there is permit parking and permits issues to those few electric car owners. It must be the responsibility of the car owner at the point of purchase to consider how they would charge</p>

	<p>there vehicle and there decision should not be making it even harder for other residents to park.</p> <p>---</p> <p>In response to your notification of the above proposed charge point I feel this is totally irrelevant and not necessary. Almost every house in this vicinity has its own rear access/garage so should be able to charge any vehicle at their own premises. In addition the available parking in the area is already abysmal so to exclude a parking space would be detrimental.</p> <p>---</p> <p>With reference to your letter, dated 7th September, re the installation of a charge point on Hayling Avenue. Whilst I agree wholeheartedly with the installation of charge points across the city I do not feel it would be beneficial outside 151 Hayling Avenue. The residents, particularly on the northern side, have ample off street parking to the rear of their property. Removing a parking space places extra pressures on on street parking for visitors or those without alternative parking options. During the evening there is often a lack of capacity for on street parking and thus people are forced into other local streets. I feel the charge point would be more beneficial to an area without alternatives. If one must be places on Hayling Avenue there are disused bus stop spaces located opposite Marina Grove and by the One Stop.</p> <p>---</p> <p>I would like to voice an objection to this proposal because it takes away a parking space, which are few and far between in this road; it will mean that the electric vehicle essentially requires two parking spaces. I also do not for one moment believe that after the charging time is complete, someone is going to get up in the small hours of the morning to move the electric vehicle. For one</p>
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	<p>thing there will be no other spaces available for that vehicle to move into. The 'enforceable' nature of these spaces in this scheme is not in any way appropriate and will not work alongside Portsmouth's horrendous parking problems.</p> <p>I would feel less objection if the old bus stop on Hayling Avenue (near the junction with Marina Grove) could be converted into parking spaces to make up for the electric vehicle charging space that is no doubt going to be installed.</p> <p>I do not object to this city trying to lower its emissions and aiming to have clean air, but feel that all of the environmental lessons learned from covid lockdown have been utterly forgotten and the government both national and local are simply pressing on with forcing the working classes to stump up for expensive electric vehicles. I would rather they alter the way in which our societies and systems operate and lead from the front; changes should be made from the top down, not the bottom up.</p> <p>Furthermore, I haven't got all of the information about how electric vehicles will work; are the batteries fully recyclable, for example? Doesn't this just 'greenwash' the situation and encourage consumerism rather than changing our bad habits? So, in summary, it's a conditional 'no' from me right now.</p>
<p>HIGH STREET, OLD PORTSMOUTH South-east side, outside No.17</p>	
	<p>Whilst I have no objections to the introduction of electric charge points I do question the logic of placing two charging points only 8 properties apart, on the same side of the High Street, especially as the one already outside 25 High Street has only been seen to charge a vehicle on less than 5 occasions since its conception. It is however used as a convenient gap in parked vehicles to allow residents to unload shopping from vehicles in some safety instead of blocking the road.</p> <p>---</p>

Whilst I have no objections to the introduction of electric charge points I do question the logic of placing two charging points only 8 properties apart, on the same side of the High Street, especially as the one already outside 25 High Street has only been seen to charge a vehicle on less than 5 occasions since its conception. It is however used as a convenient gap in parked vehicles to allow residents to unload shopping from vehicles in some safety instead of blocking the road.

I am against the installation of another electric point on the High street as the one further down I've only seen used once. If no 17 could use this as there are less and less spaces on the high street 2 new disabled and the loss of space outside the Duke of Buckingham pub which is taking 3-4 parking spaces and it effectively means they have a guaranteed space outside their house. New electric vehicles are self-charging and do not need a point. I suggest more at supermarkets and non residential areas.

Thank you for your letter regarding the proposed charging point outside 17 High St. I would like to object to the installation of another point in this part of the High Street in this current climate. We already have one charging point outside Crown Court which is in close proximity to the new proposed point. Since it was transferred from standard resident parking to an electric charging point I have never witnessed a car charging outside Crown Court, I do however witness endless resident cars driving up and around the KA zone who reside in the High Street struggling to park. Surely counteracting what you're trying to achieve? I understand most properties around the proposed point outside 17 High Street are lucky enough to have garages and therefore the ability to charge their vehicles off road. If this isn't the case I still cannot fathom why they cannot use the

	<p>existing underused charging site outside Crown Court, less than a minutes walk?</p> <p>A car requiring an electric charging point is, in a time when we are all struggling to maintain employment, a luxury few can afford or dream to aim for with the economy and outlook so uncertain. Therefore, fantastic as it is to encourage us to go electric, the cars are too expensive currently. Most residents in the area like myself, walk, cycle or take public transport, using a car when only truly necessary.</p> <p>I feel the extension of this scheme in this location in the High Street, where we already have an underused point within a minutes walk, seeks only to side with those in a financially fortunate position who cannot be bothered to walk a minute down the road. If there has to be an allocation in the area at least spread them out within the zone rather than pinpoint two sites within 100metres of the other.</p> <p>---</p> <p>With reference to your letter with regard to a new charging bay to be installed by 17 High Street, Old Portsmouth I would like to make an observation. I own an all electric and have tried to use the existing charging point in the High Street. However each time I have been denied as the cars either side have parked with wheels on the white lines either side making the bay too short for my car. May I therefore suggest that rather than put it in the middle of parking bays why not put it on the end of a line of bays. For example outside number High Street. In this way I would always be able to get into the bay. I have spoken to the resident and they would welcome the bay there. I trust you value this feed back from an electric car owner and I hope you pass this email on to the decision makers because without a re-think you will be placing yet another electric bay in the High Street that I and other electric car owners will be unable to use.</p>
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	<p>---</p> <p>fine words!!! the charging point in high street old Portsmouth is very seldom used for purpose as the pupils parents from the high school treat it as a parking bay and they know there are never wardens around to penalize them.</p> <p>---</p> <p>* (Content from feedback document received from Friends Of Old Portsmouth Association - FOOPA - is included at the end of this table)</p>
<p>HIGHLAND ROAD South side, outside No.24</p>	
	<p>Firstly i would like to know why highland street is not included in this TRO as I have been asking for one for over a year now, I have an electric vehicle and would use it regularly. Plus my neighbours are considering there next car to be electric if charging was closer than they are and proposed to be. That will only help improve the pollution levels in Portsmouth.</p> <p>Secondly please can you let me know why Lindley Avenue have two very close together. I know the leader of the council lives in this area and I hope this was not part of the reason for these to be put so close together.</p> <p>I object to the inconsistency placement of these charge point in this TRO, no thought has been given to the length of roads and how many properties in these roads. How can a road with over 100 properties on it has only one charge point and a road with 20 properties on it has two charge points.</p> <p>I also object to missing postcode information in this TRO as the initial 60 roads were given in a postcode list so without doing a large amount of investigation I cant find out how many of those 60 roads have been included in this order</p> <p>---</p>

	<p>We have received a letter dated 07/09/2020 regarding a proposal to install an electric charge point outside of 26 and 34 Highland Road. We strongly disagree with this and object to this being done. Firstly, our residence is number XX. We object to this. While we rarely can get a space due to terrible parking in the area it still does happen every now and then.. If residents in the area do have electric vehicles and have requested this, please place this outside of their houses. Secondly, as mentioned above, parking in the area is bad enough, without having a further 2 spaces taken away and made for electric vehicles only. We recently received notice that a parking zone may be introduced to the area, this would not apply to the north side of Highland road. We have been told that this is due to it being registered as business property (whether it is true, we cannot confirm, I'm sure you can). If this is the case, why are they not being put on the side of the street outside of the proposed area where all can use them and they will not be blocking our spaces? To confirm, we strongly object to these and hope this is taken into consideration and plans are either cancelled or amended.</p>
<p>JUBILEE ROAD East side, outside No.82</p>	
	<p>I object to the proposed electric vehicle charging point in Jubilee Rd Southsea on several grounds. Firstly, I strongly object to my Council Tax funding a private motorists driving, it is an abuse of that money and takes it away from other services. Imagine the outrage if the council were to give free petrol vouchers! If such a point is installed it must be charged at such a rate that covers the cost of the electricity, installation and maintenance. That should also apply to all other such points in the city. Also, should the bay become enforceable if a resident has an electric vehicle, because parking is at a premium in the road, giving one person an almost private parking space is grossly unfair on the other residents of the street, it also removing the</p>

	<p>possibility of the resident who lives next to the changing point from ever parking outside their property unless they buy an electric vehicle. I assume that the total impracticality of widespread electric vehicle charging in Portsmouth has not passed the Council by? With parking as it is, and the almost total lack of off street parking for most residents, the ability to charge vehicles when required will be almost impossible unless pretty much every on street parking place has a changing point. Of course that does not take into consideration the massive upgrade to the electricity infrastructure that would be required to support the hugely increased current demand.</p>
LABURNUM GROVE South side, outside No.226	
	<p>I have to object to this as it is something else to make it more difficult to park on the street. We already have an electric charge point which is hardly used, and when it is it is by one or two cars who quite often leave them for a couple of days (well after they are charged). All other times it is left empty whilst residents are having to park streets away or get tickets for parking on double yellow lines.</p> <p>We are also having two disabled parking bays put in at 191 and 215 (around there, I am not positive on the numbers just know they are close by) and with the ones that are already there, parking is becoming even more of an issue than it already is.</p> <p>Please don't think I am not for electric cars and cleaner air, but there are very few people able to purchase these vehicles at the moment, so I don't think it is something we should be adding until it helps more residents out. Or if you want to, then take them through other roads and at different ends. It was proposed to go nearer North End before, so have one put down there if it has to go in Laburnum Grove</p> <p>Regarding the Disabled Bays, I also have sympathy and understanding, but I would like</p>

	<p>to see some effort at finding alternative parking areas near to our road for us residents who don't have these options and can't walk streets to park their cars.</p> <p>I am already frustrated and angry in the fact that I cannot park my one very small car near to my home, cannot get a dropped kerb (although there is plenty of space for it) I am surrounded by HMO's and Flats. As an Owner Occupier in an increasingly Rented area, I would like to know when PCC will be looking at helping us, as would a few people (Owner Occupiers in my vicinity who would also like to get a dropped kerb or some kind of parking close by).</p> <p>If PCC would like to purchase my house for the going rate I would quite happily move as it seems it has no intentions to attempt to sort out the parking and issues around this area.</p> <p>---</p> <p>Good afternoon</p> <p>I have just received your revised letter regarding the ev chargepoint now being proposed for outside 226 Laburnum Grove, and would still like to object for the reasons below.</p> <p>I would also like to reiterate that the one outside 183 Laburnum Grove stands empty most days and nights and therefore whoever is requesting would be able to use this one. I do not see the necessity for another at this end of the road until the one already here is being used to its fullest potential, and do think consideration for other residents is required in a location where there is a lot of difficulty with parking and people are often being ticketed as there are no alternative parking spaces or locations around.</p> <p>---</p> <p>Thank you for your email, I do appreciate your feedback regarding the point.</p>
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	<p>You state in the figures prior to lockdown, but could you supply the data from start to date, as I certainly haven't seen that much usage and would it record the car that sits there a couple of days or more at a time?</p> <p>I do appreciate that there have been requests, so maybe if it's too far away for them then move the one from our area to a place it will be better served.</p> <p>I am not trying to be difficult but there is quite a problem with parking in this part of the road</p> <p>---</p> <p>Thank you</p> <p>If a car sits in the same space for 3 days although the light is green, would that show in your stats as 3 days?</p> <p>I am asking as the same car as usual was sat in that space for 2 or 3 days this week and didn't move inbetween?</p> <p>---</p> <p>I have received a badly penned letter from the council today regarding electric charge points in Laburnum This reeks of class bias by the council electric vehicles are not in the price range for those on minimum wage or on benefits this means any well off person can gain an allocated parking space in laburnum grove by using there financial advantage to by an electric car Shocking treatment of the less well off in this area Typical elitist policies of the and out of touch with the poor people of Portsmouth and there needs.</p> <p>---</p> <p>Unfortunately I object to this scheme do to the parking in the street, there are many houses with more than one car per household and parking is already a complete nightmare. We are a household with only one car but as my</p>
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husband works shifts can often take more than an hour trying to find parking when he finishes work on a late shift meaning that it's closer to 1am before he gets in then often has to get up to move his car early in the morning. Another reason is that there are now HMO's in the street which can house upto 8 in each house meaning even more restrictions on parking. As much as I would love to be able to support this scheme until the parking is improved and HMO's are not allowed in a residential area I cannot.

Laburnum Grove is an extremely busy road. It is often a struggle to find a parking space after 5pm with cars parking on corners and double yellows just to be able to park. On occasion we have parked 4 roads away as there was nothing closer to home. Having yet another space on the road marked off as an enforceable bay reduces the space for other cars to park, causing yet more problems.

The existing electric vehicle charge point on Laburnum Grove, located near no. 183 is hardly used correctly. Very often it is, like the numerous disabled bays, the only space available of an evening and not in use. In a nutshell, it is pointless. This is in a similar vein to the pointless double yellows around a tree outside no's 157/157A, which has removed a possible parking space from the road, outside 159, where before the yellows we could fit 2 vehicles and not impose on the bays in the turning circle OR the driveway of no 161. Now, only 1 vehicle can fit there

Whilst an electric vehicle charging point has already been installed outside 181, Laburnum Grove I do not feel the need of locating another charging point on 228 Laburnum Grove as proposed. Noting that the reservation of the charging point will mean

loss of one normal parking spot this will add to the great inconvenience which residents already face due to lack of on street parking spaces. Further the proposed spot is close to the present one; only that it is situated on the opposite side of the road. Therefore I do not support this installation on Laburnum Grove and request you to consider alternate locations on other neighbouring roads.

I have recently received a letter advising me that you proposing to install an electric vehicle charging point outside 226 Laburnum Grove, following 'registered interest by residents in the area' and that the location has been identified following resident request(s)'. Can you specify if this request is by a single resident or more than one, and if so how many?

I would also like to know the criteria used in identifying suitable locations, other than the obvious need to have an available power source (lamppost).

Having been a resident of this road for more than thirty years I am aware of the difficulty in parking. This particular section of road, numbers 224 to 246, between Belgravia Rd and Kensington Rd, consists of twelve houses of which four have been converted to flats and therefore demand for parking is higher than other locations. I also note that the proposed location is outside a house that is converted to two flats. As is the charging point outside 179 Laburnum Grove. Is this because there is less likely to be any objection from the home owner as they are not resident.

For these reasons I would oppose the proposed installation location. I might suggest a very nearby alternative, just around the corner in Belgravia Rd, where the lamppost is set at the curbside, and would therefore make installation easier, cheaper, and less disruptive. This location would also be the first

	<p>parking space next to the double yellow lines, and would therefore only reduce local on street parking by one space, whereas as the proposed location outside 226 Laburnum Grove would require the loss of one and a half parking spaces. This location would also be to the side of house no.224, and not in front of properties where the need to park and unload shopping and other items is desirable.</p> <p>---</p> <p>I have recently received a letter advising me that you proposing to install an electric vehicle charging point outside 226 Laburnum Grove, following 'registered interest by residents in the area' and that the location has been identified following resident request(s)'. Can you specify if this request is by a single resident or more than one, and if so how many? I would also like to know the criteria used in identifying suitable locations, other than the obvious need to have an available power source (lamppost). Having been a resident of this road for more than thirty years I am aware of the difficulty in parking. This particular section of road, numbers 224 to 246, between Belgravia Rd and Kensington Rd, consists of twelve houses of which four have been converted to flats and therefore demand for parking is higher than other locations. I also note that the proposed location is outside a house that is converted to two flats. As is the charging point outside 179 Laburnum Grove. Is this because there is less likely to be any objection from the home owner as they are not resident. For these reasons I would oppose the proposed installation location. I might suggest a very nearby alternative, just around the corner in Belgravia Rd, where the lamppost is set at the curbside, and would therefore make installation easier, cheaper, and less disruptive. This location would also be the first parking space next to the double yellow lines, and would therefore only reduce local on street parking by one space, whereas as the proposed location outside 226 Laburnum Grove would require the loss of one and a half</p>
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parking spaces. This location would also be to the side of house no.224, and not in front of properties where the need to park and unload shopping and other items is desirable. As this proposed installation is due to be implemented in October/November, I would appreciate an early response.

Thank you for your reply. Please confirm whether the lamp column at the south end of Belgravia Rd is suitable for charging an ev vehicle.

Thank you for your reply. I would like to know how long it takes to charge an electric vehicle using a lamp column charging point. I appreciate this will vary depending on the level of charge required due to the usage of the vehicle. For example, if the charging began at 17.00 (time returning from work) and finished at 2.00am, would the owner be responsible for moving the vehicle in the early hours of the morning, making the shared charge point available for other residents. I make this point because you have informed me there are requests from two residents for this facility. So if two residents both own an electric vehicle, how are they able to share a charging point? Please advise me of your intended procedure should this be the case.

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As you are unable to confirm if the lamp column in Belgravia Road (adjacent to 224 Laburnum Grove) is suitable for an electric charging point I can only assume that you did not consider this location as a possible option. I would therefore conclude that the reason for choosing 226 Laburnum Grove as a suitable location of a charging point is solely based on the proximity to the requesting resident. With regard to the time taken to charge the vehicle I have been monitoring several nearby charge points, and have concluded that

sharing of charging points is not happening as you would like to believe. I have noted this weekend that the charge point at 66 Hartley Road was unavailable from last Friday until this morning. Similarly the charge point at 66 Oriel Road was unavailable from Saturday until this morning. So two charging points have been 'charging' for three days and two days respectively. I would conclude from this that local residents are parking in these charging bays, and leaving their vehicle plugged in for far longer than is necessary to charge the vehicle, because it is conveniently parked close to where they live. As you say in your email, 'it is not always clear when a vehicle has completed a charge'. I raise this point as in the case of Hartley Road and Oriel Road, both have additional charging points in the same road. I can only conclude that these have been provided following residents requests, and the requests have followed the non-availability of a charging point, although one has already been provided in that road. As we already have a charging point nearby at 183 Laburnum Grove, which is not used every day (once in the last week I beleive) it would appear your policy is to provide requesting residents with a charge point within close proximity to their house. Therefore, residents able to afford an electric vehicle will receive a charging point conveniently located, and also a parking space, providing they 'plug it in'. What is your policy regarding the maximum number of charging points permitted in a road. I understand this a trial scheme, and that there may be a requirement to modify your policies as ownership of electric vehicles increases.

Installation of Proposed electric vehicle charging point outside 226 Laburnum Grove

We strongly oppose the above application on the following grounds

	<p>Early in 2019 a charging point was installed outside 183 Laburnum Grove, which is a short distance from 226, in fact it is approximately 45 yards from 226 and can actually be seen from the middle of this block of houses. There was also one installed outside 74 Kensington Road, again a short distance away.</p> <p>I have been told that the point outside 183 is probably only used by one or two car owners, so there is almost certainly spare capacity there; and at present time (with the number of electric vehicles on the road) it should be possible for users to plan their charging requirements, therefore two charging points in close proximity (183 Laburnum Grove and 74 Kensington Road) should be sufficient.</p> <p>My husband and I have lived in Laburnum Grove since December 1969 and during that time the parking situation has become untenable. Over the years many of these large houses have been divided into flats (or HMO's) and on this block alone of the twelve houses approximately six are flats - many occupiers owning more than one car (that is not including works vehicles brought home overnight, at weekends and left over holiday periods.) There is also the problem of double yellow lines. On the south side of this short block of twelve houses there are lengthy double yellow lines on all four corners, likewise on the north side at the junction of Laburnum Grove and Kensington Road there are two corners. Understandably, double yellow lines are required for safety reasons, however, they severely limit parking spaces in this area of Laburnum Grove.</p> <p>The proliferation of vehicles together with double yellow lines, extremely bad parking by some residents, also involving people taking up two car spaces with one car, in order to save a space for a family member/friend, the numerous disabled spaces in the road and off road parking on forecourts already leads to extremely tense and stressful situations.</p>
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My husband is now in his early eighties and I am in my late seventies and it is not unusual for us to park as far away as Battenburg Avenue, indeed we often feel lucky if we only have to walk from College Park. We have one small car and it seems extraordinary that in order for a few people to charge their cars NEAR TO THEIR HOMES we and the majority of people will inevitably have to park further and further away.

We are nor stupid, we understand and do our part to work towards a greener society, which of course, involves clean air and therefore cleaner fuel, but surely the recharging issues cannot and should not be implemented in such a piecemeal fashion based on random requests, but needs time, consultation and a considered study of need and the general demographic... and certainly some major investment in specialised recharging sites.

We and many others are desperate for PCC to do something about the increasing number of large commercial vehicles which are left parked in residential areas to the detriment of domestic motorists and the local population. If PCC could discuss this issue with companies and encourage them to change this behaviour it would be to the advantage to us all. (In fact, PCC are partly responsible for this, as we regularly have a PCC contractor, Colas, lorry parked on our block !) This approach would "free up" parking spaces, which would in turn help residents to find the installation of charging points more acceptable.

Finally I must add that we who oppose this installation are not "nimby's" or ignorant to the facts of global warming . People understand and have their own concerns regarding green issues but feel that in some cases PCC are overlooking the welfare and needs of those who for various reasons find the parking situation intolerable and for one reason or another will not be purchasing an electric car for a some time; or in our case that the car we have currently we will probably keep for the next few years before giving up driving

	<p>altogether. It should not be too much to expect that people who buy electric cars, plan ahead and are prepared to walk a little way in order that the rest of us don't have to walk miles.</p> <p>We also understand that PCC wants to be a flagship city nationwide in this new endeavour but please do not sacrifice the goodwill of many residents in order to "Gain brownie points " with national government.</p>
LANGFORD ROAD West side, outside No.36	
	<p>am writing to lodge an objection to the purposed charge point in Langford road PO15RJ.While i understand the councils commitment to the OLEV unfortunately not all residents are in a financial position to purchase a electric car and i feel this dedicated space for one house in a already heavily congestion road/area for parking would be unfair to all other fuelled vehicle residents. In the evening its almost impossible to park in the street and the later it gets the further you are away from the street sometimes i can be 20-30 minutes driving round and round looking hoping for a space. I know of one resident who is selling their property and moving out of the street as the he is an on call engineer and turns down work due to the parking situation. i am myself a registered 24hour alarm/key holder at my work and know when I'm called out its a lottery where i will be parked when i return. We already have a disabled space(opposite the co-op) in our street that the resident doesn't even live in our street and only uses it if they cannot park outside their property further down in New road opposite The Stag pub, this sits empty if he can park outside his property.The newly built houses in New road opposite the entrance to kingston cemetery when all sold will also bring an unknown amount of extra vehicles into the area.There is also the potential increase to the property value a dedicated space outside a property will bring and the decrease in value to the others in the street to consider. Perhaps the</p>

	introduction of residential parking permits would be a solution in the first instance?
LEOMINSTER ROAD West side, outside No.5	
	Thank you for this. I have this morning read the notice outside 5, Leominster Rd in Paulsgrove. One thing I don't understand is the bit that says that the unit won't be installed until the applicant has bought an EV. Is this not like putting the cart before the horse? I am not going to get an EV until I know I can regularly recharge it. Therefore I want to see it installed and the space acknowledged by fellow residents. Please could you clarify this?
LENNOX ROAD SOUTH East side, outside No.24	
	<p>To confirm I whole heartedly support this initiative that has been put in place by PCC. I think it is extremely important to improve the air quality within Portsmouth and the only way we will achieve is by putting in place enterprises like this. it is become increasing difficult to charge my car as there is significant demand for the nearby charging points. The current climate means that I don't need to charge my car so often, however shortly I will be going back to a normal working day so an additional charging point near to me will be imperative if I am to stick to a fully electric car.</p> <p>---</p> <p>Firstly I would like to say that I have no objection to the installation of a parking point for electric vehicles on our road. However I think the council continues to miss a trick with regard to the continued allowance of cars to park free along Lennox Road South for a period of three hours. Inevitably this means that we/residents take up the parking spaces on the Clarence Parade facing the seafront with our residents parking permits, which are payable parking spaces. I believe strongly that parking along our road for free should be changed from 3 hours to 1 hour, this allows enough time to visit the local shops, walk a dog and take a stroll along the prom. This</p>

	<p>really makes good economic sense for the council and will draw more revenue into the department. I would be grateful for your thoughts regarding this matter.</p>
<p>LINDLEY AVENUE (a) South side, outside no. 24 (b) South side, outside no.36</p>	
	<p>I am not opposed to electric vehicles or Electric Vehicle Charge Points (EVCP). I would however prefer the EVCPs to be situated outside of the house of the person(s) that own an electric car, rather than inconvenience everyone else. If this is already the case and the reason for identifying 24 and 36 Lindley avenue as the best place for a EVCP in Lindley Avenue then this is OK. But if not, I do wonder why it is 1. that the odd [house] number side of the street don't have an EVCP and 2. why the centre of the even number side of the street has to bear the brunt of the inconvenience of Electric Vehicles coming and going to be charged? I'd be interested to know the logic behind the siting of the proposed EVCPs?</p> <p>---</p> <p>Having received the revised notice for the electric vehicle charge point proposals for Lindley Avenue and seen the notices appearing on the street I would like to raise an objection. While I fully support the use of cleaner energy and transport, I think it is long recognised that vehicles that can only operate using power supplied from an electrical hook-up is not the solution for residential areas without off-street parking. As an experiment I would accept a single point being installed in Lindley Avenue on a trial basis. However, to restrict further the already insufficient number of parking spaces for residents by taking out two car bays is unacceptable.</p> <p>---</p> <p>My neighbour at xx and myself both charge our cars from home, and would be happy to share the space outside xx Lindley Avenue. If</p>

	<p>the space outside xx Lindley was for the second of us, we don't need that one.</p> <p>--</p>
LISS ROAD South side, outside no.88	
	<p>I support this proposal as I live in the area and own a hybrid electric car and would appreciate having a closer charging point available. Hopefully it would also encourage others thinking of purchasing electric cars to do so and provide environmental benefits to our city.</p> <p>---</p> <p>It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of</p>

	<p>providing facilities in the roads can be considered. Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.</p>
<p>LUMSDEN ROAD South-east side, within the layby, front of 32-44</p>	
	<p>I asked for a electric point so I could buy a electric car and was refused by PCC so I brought a diesel now instead , so have no interest in electric cars anymore</p>
<p>LYNDHURST ROAD (a) West Side, outside No. 93 (b) East side, outside No.146</p>	
	<p>I have now received a letter informing me that a charge point will be put into Lyndhurst rd this year, that's great news. It states I must register for there to be a white line added. I'd now like to register my details as below.</p> <p>---</p> <p>You may not be aware that the current parking situation in this area and indeed most of Portsmouth is already very bad and nowhere near enough spaces for all the residents. We also have 3 schools within close proximity whose staff use a lot of the parking in the area as they have no onsite parking. In addition to this we have many people from permit enforced areas leaving their work vans in our area and then driving their personal cars from their permit areas and leaving them here while at work and then dropping off their vans in the evening and driving their cars home. We have 1 car in our household and can barely park as it is due to households with 5 or 6 cars and now these plans are going to make things even worse for people like me and my family. I understand that electric cars are the future but given the</p>

amount of proposed spaces to electric cars in the area these spaces will remain empty a lot of the time and also cannot be shared with other residents while not being used which will be most days when people are at work. If permit parking was enforced in this area at least it would prevent all of the commercial vehicles that come from further in town parking here and it may also mean people with an unnessaccary amount of cars would be forced to reconsider what is essential in their households.

I strongly object the installation. The reason being that parking is a premium down this section of Lyndhurst Rd, and having a dedicated parking space is ridiculous, where there has being incidents of road rage over the lack of parking. Would it make more sense to locate it down Mayfield Rd, by the school, because it is only residential houses on one side of road. I look forward to your reply.

Firstly I do not object or support the ideas of the above but I do have some suggestions / questions? Why is it necessary to have 2 bays almost diagonally opposite each other on the same road? Cannot the 2 properties effectively share the charge point? It is not like many people would need to charge up daily unless they are doing 200+ miles per day and if one owns a PHEV you don't ever need to charge up 'technically'. How will you enforce these bays not being used as the 'personal parking spaces' of these 2 residents? The idea being that anyone (including school staff of Mayfield with an EV) can plug in and charge. I understand that a penalty notice PCN should be issued if a vehicle is parked in the bay and not charging, How can you guarantee enforcement of this daily? These are not DISABLED bays and do not need to be right outside ones house assuming the driver of the electric vehicle has

the mobility to walk more than a few yards to their car? There is already a charge point at the Junction of Laburnham Grove and Lyndhurst Rd, less than 4 mins walk from this location are these residents already using this charge point? Assuming they are able bodied? I do have concerns locally about 'taking out' 2 more parking places in an area which overnight, particularly Mayfield Road round the corner is becoming a 'lorry park' for large commercial vans and sometimes trailers. A better location for a couple of charging bays would be at the end of the "school keep clear zig zags" Opposite Mayfield Road #106/#108 area where these are next to a school wall to the fields and not outside any resident's specific house so they cannot take 'virtual ownership' of each bay. Or even on top of them as parking is only allowed on these markings outside the hours of 0800 and 1700 Monday to Friday, i.e overnight when most would charge up and thus become 'double enforced'. Or maybe outside the School itself? You can look on Google Street view for all of the above as a visual guide. (Further to the above, marking out proper parking bays in these roads for cars of normal size would stop large vehicles fitting a bay that if a resident parking scheme were brought in would not be allowed because 90% are not registered at the local property, they are business owned). As per my opening statement this is not an objection, I support progress and changing times, but I am unaware how local the decision makers on your planning team are, so this is extra information.

Thank you for your letter of 7 September. This is a short section of road, and although quite quiet at times, is very busy with the school drop off and collection by parents, and parking by a number of teachers in the daytime. There are a number of residents with 2 cars in the family, and in at least one case 3 cars. This puts a lot of pressure on parking. I can understand the wish to encourage electric vehicles, but I honestly feel 2 charge

	points in this section of road is at least 1 too many. May I kindly ask that you consider my request not to put a charge point at no 146. Thank you.
MALVERN ROAD West side, outside Nos. 19/21	
	I wholeheartedly support this, and indeed, My concern is that parking in this part of Malvern Road is difficult at the best of times, and is made worse by guests to the Florence Hotel who arrive in the afternoon, see plenty of space, and often park their large vehicles poorly across two spaces. What would be helpful is if parking spaces could be marked out with paint on the road, so that people know where one space is supposed to be. It's frustrating when I arrive back from work at 8pm to find nowhere to park within a reasonable walk from my front door. The installation of an electric charging point and a disabled space in this section of the road will make parking more difficult. It's also difficult on event days. There was a suggestion to limit the free parking to 2 hours, rather than 3, but I've not seen this implemented yet. The other point is that people who do have off-street parking don't always use it. And, I've lost count of the number of times I've walked past an open garage door to see it stuffed full with junk, rather than with a car. Very few people with garages actually seem to store a car inside. There are two garages at nos. 14-16 Malvern Road, but neither has a car inside. As such, I wonder whether the council would consider encouraging people to have a clear out, and put their cars in their garages, rather than on the road, thus limiting spaces for those that do not have access to a garage or off-street parking
MAYHALL ROAD South side, outside No.14	
	We have received a letter regarding a point for charging an electric car in our street, while I would like a cleaner environment for

ourselves and futures, how about making a change to the current parking situation in Copnor. Earlier this year we received a proposal for permit parking and this was due to start in April, I understand due to Covid this was not possible but to receive a letter regarding an electric space before permit parking was in place just adds to the problem. We have many work vehicles and households that have numerous cars, let alone flats that are currently able to use the street for parking, so to add another problem before the current situation is resolved, adds to our current headaches.

I wish to record my objections to the proposed charge point for electric vehicles outside number 14 Mayhall Road. Parking has always been an issue in our road and the surrounding areas, and the council should be doing more to discourage car ownership/usage. From the recent parking survey carried out for the now rejected parking permit scheme, you are probably aware that a lot of households have second vehicles, work vans or even both. I'm not sure of how many electric vehicles there are in the area, but given the demographic of the area I can't imagine there is many so it seems crazy to me to dedicate a whole space for someone who owns or runs a certain sort of vehicle. Would it not be better to invest the money in better bus services, pavements and cycle ways to get residents to ditch the car.

I received a letter with the proposal to put an electric charge point in the lamppost outside No 14 Mayhall Road. I have a number of concerns which are:

1. The lamppost is not on the kerb, so there will be the expense of adding a bollard to avoid causing a trip hazard.

	<p>2. This will result in the loss of a potential parking space for most residents in an area where there is a shortage of spaces. An electric car can be left on charge for weeks without damaging the car, so it becomes a reserved space for the wealthy, thereby unfairly disadvantaging those on lower income (without smartphones), who need a car because of the appalling, unreliable and very expensive bus service. I use a car because there is no bus service to my work, and even if there was, I can't afford it.</p> <p>3. I doubt that the Council has the means to monitor it - you certainly have never monitored the dangerous and illegal parking of some parents picking up or dropping off their children from Copnor School. Cars parked on double yellow lines and on the edge of junctions!</p> <p>4. No one in Mayhall Road (according to your letter) has an electric car, so why not set up a charging point in the local garage so that everyone without off road space, fills up in the same spot. Alternatively, set up a spot under Burrfields bridge where the pavement is wide enough to hold an additional parking bay or two. Another spot may be the dead space between the pavement and wood yard on the corner of Copnor Road and Stubbington Avenue?</p> <p>5. Based on my experience of alleged surveys and consultations involving Mayhall Road, whilst I have no doubt that someone in the general area (probably the usual suspect Councillor) has expressed an interest, I have genuine doubts that there is enough interest in Mayhall Road.</p> <p>I am very much against this proposal as outlined. I am not against charging points, but think they should be in streets where there is plenty of off-road parking (often not used) or in places where they do not deprive the less wealthy of the ability to park their cars (which are essential modes of transport). I am also fed up of the Council trying to make life more</p>
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	<p>miserable in Mayhall Road than it already is for working class people who live here. Time after time we are targeted for residents parking, even though we don't want it. The last alleged consultation included a wide number of people who do not live in this and the other four streets affected.</p>
<p>METHUEN ROAD North side, outside No.126</p>	
	<p>I'm hugely in favour of the council devoting resources to more sustainable transport options and am very keen to get an electric car myself. However, I don't believe the proposed plan will be beneficial to the area nor will it encourage more people to switch to electric vehicles. The plan effectively creates a private parking space for one person in an incredibly overcrowded street, but even for them it can only be used whilst actually charging. So once their car is charged, they'll then have to take up another space whilst the charging bay lays empty. Furthermore, if we did all go out and switch to electric vehicles we would have multiple people competing for the same single charge point with no guarantee of actually being able to park there and charge. There is no way I could justify the cost of an electric vehicle if I had no reliable way of being able to charge it to get to work in the morning. I'd much rather the council worked with employers and large retailers such as supermarkets to encourage them to install charge points on their premises. This way employees/customers could charge their vehicles whilst away from home and still know that they had a decent chance of being able to park when they got back. I see this as a far better option that would encourage far more people to think about going electric.</p> <p>---</p> <p>Just emailing to express my views on the proposed charging point in Methuen Road. I'm hugely in favour of the council devoting resources to more sustainable transport</p>

	<p>options and am very keen to get an electric car myself. However, I don't believe the proposed plan will be beneficial to the area nor will it encourage more people to switch to electric vehicles. The plan effectively creates a private parking space for one person in an incredibly overcrowded street, but even for them it can only be used whilst actually charging. So once their car is charged, they'll then have to take up another space whilst the charging bay lays empty. Furthermore, if we did all go out and switch to electric vehicles we would have multiple people competing for the same single charge point with no guarantee of actually being able to park there and charge. There is no way I could justify the cost of an electric vehicle if I had no reliable way of being able to charge it to get to work in the morning.'d much rather the council worked with employers and large retailers such as supermarkets to encourage them to install charge points on their premises. This way employees/customers could charge their vehicles whilst away from home and still know that they had a decent chance of being able to park when they got back. I see this as a far better option that would encourage far more people to think about going electric.</p>
<p>MEYRICK ROAD North side, outside No.186A Twyford Avenue</p>	
	<p>Thank you for your letter detailing the proposed charging point for Meyrick Road, this is much welcome. I have been considering the feasibility of having an EV despite no dedicated off-road parking for quite some time, this has been the thing to give me the final push. This isn't a case of saying if this were to be installed I would buy an EV, as from today I have already purchased one and pick it up next Wednesday. I didn't of course do this on the proviso that the Meyrick Road charge point be installed, as there are other solutions with the growing charge point infrastructure currently, but for this not to go ahead would be a blow as I can guarantee you it will be utilised greatly! I hope you consider my much anticipated interest, I really can't imagine there would be objections as</p>

	<p>this is a step in the right direction to a better planet. However, if there are objections I hope my case will prove to you that this scheme works and has greatly improved the incentive for non-assuming car owners like myself switching to electric. Portsmouth is a very dense residential city, I have lived in a terraced house here all my life, this is a perfect way to become a cleaner more desirable place to call home and to help it's denizens contribute to that mission.</p>
<p>MONTAGUE ROAD North side, outside No.33</p>	
	<p>I just read the new Traffic regulation order 75 regarding electric vehicle parking and charging point, which proposes a point . I know it says now it would not be installed until applicants have eclectic cars . That said, I am kindly seeking some clarity in that as I have not applied at all for that and was not informed either</p> <p>---</p> <p>Unfortunately the Montague Road one is a bit late. I emailed in Oct last year asking if one was planned because I was ordering a new car. Unfortunately I had to order a diesel car in the end because I had no access to charge points. I've had the diesel car since February. Is this space for another resident who has an electric vehicle? If not, I would be against it because it's already very difficult in our street without more reserved parking spaces.</p> <p>---</p> <p>I am writing to object to the plan to instal a electric vehicle charging point outside 33 Montague Road. Montague already has 3 disable bays (needed) now to instal another bay in this very short period is very poor planning. Many of the houses have been converted to flats, so parking is almost impossible, add to</p>

	<p>this the staff of the estate agents in London Road parking here make life more difficult. There are much longer roads close that would be far more suitable.</p>
NEVILLE ROAD East side opposite No.15	
	<p>Reference charging points in Neville road Baffins I've spoken to my neighbours from Neville's road and none have requested an electric charging point I realise these need to be installed but would it mane sense to place them on the east side of Neville road where there are 3 lampposts And could be used by all. The marked bay required for the electric charging would take up residents parking outside there own homes</p> <p>---</p> <p>I'm objecting to the vehicle electric point to be put outside number 7 Neville road ,because parking is bad enough and this would make the situation worse, I have no objection to the one proposed to be on the other side of the road opposite number 13. There is another lamp post opposite number 31 that would be another suitable point without disruption to residents parking</p> <p>---</p> <p>Hi. Having received the letter regarding a electric charge point In Neville road, I would like to tell you my concern., having spoke to many residents parking is a issue. Many of us buy these houses for the parking, there isn't any! I have previously emailed to ask if anything could be done but was told everyone down the road needed to email before anything was looked at. By adding this charging point, my worry is that electric cars are going to park down the road waiting for a opportunity to use the socket. Thus taking away valuable spaces which is already a issue with many households. Vans, cars, camper vans already feel the need to park and leave the vehicles all weekend. The only</p>

	<p>way I would be in favour for this is if permit parking was introduced. 2 hours is long enough for the shops and any longer Baffins DOES have a car park. Or my other suggestion would be to put it in front of the library where no one has houses and could fit 3 charging points if needed. I will be re-speaking to residents of the road to appeal this, unless some sort of priority or permit is introduced. Look forward to your response.</p> <p>---</p> <p>I can think of the number of points for consideration. Observations more than objections, green energy is important. Have you considered how hydrogen powered cars such as the one produced by River Simple could be re-fuelled? Would you consider allowing Portsmouth to be a pilot area? Will the charging point be exclusively for use by residents of Neville Road? Neville Road does not have residents only parking and therefore suffers from overspill from roads which do have it. Will residents from other roads be able to park near the charging point ready to pounce when it becomes free? That may increase the problem with overspill. How will owners pay for the electricity? Some sort of charge card? Will it be available 24 hours per day? Will that be noisy? Will someone who starts charging their car at midnight be expected to come back at 1am and move it?</p>
<p>NUTBOURNE ROAD North-west side, outside No.35</p>	
	<p>thank you for your letter informing us that you intend to put a charge point outside no XX but as it has probably been requested by someone with an electric car I suggest you consider installing it outside no XX as this resident has an electric car and I believe it is the only one at this moment in time in our street. so we do object to the point outside no XX as parking is very tight as it is and we should not be threatened with a parking ticket outside our home.</p> <p>---</p>

Dear sir madam again referring to the purposed charge point outside no 35 nutbourne road it seems to me that a far better area would be in zetland road just around the corner from no 1 nutbourne road as there is a lamppost and parking that does not aff... (Message ended here.)

Dear sir thank you for the reply to my emails another problem that you may need to consider is that you would have to put double yellow lines outside my house XX nutbourne as if the charge point is not being used then people could legally park meaning you would not be able to use the charge point with out blocking the road

For some reason, I am not sure about, I have received two copies of the letter regarding electric vehicle charge. I would like to ask how much it will cost or is it free. If not, how will payment be made? Perhaps at the same time, you would like to consider the parking problems for residents caused by the very large car showrooms, repair shop in Fitzherbert Road. The roads affected are not just Nutbourne Road but Waterworks Road, Zetland Road, Printhead Cres and the western ends of First & Second Ave. Anyone who lives in this area finds it impossible to park if they dare to move their car between 8am and 9.30 am and even then there is no guarantee that any resident will be able to park within several hundred yards of their home. That is always assuming that you can get past the one or two, sometimes three, car transporters loading and unloading on double yellow lines. I live in Nutbourne on a bend and where there is no drive opposite and where vehicles, in particular large vans, park overhanging the white lines across my drive, often making it impossible to back in (or out) of my drive. This area has several households with young children and many elderly people who are in need of carers who cannot get

	<p>near their patient. Residents and visitors alike, often park on the grass verge or pave their front gardens without having the kerb dropped so that the grass area gets muddy and looks a mess. Whilst I have no problem with charging points per se, I do think the loss of even one space will only make the parking problem worse</p> <p>---</p> <p>While we support the Council in addressing the need for electric charge points, as residents of Nutbourne Road we would like oppose the location of this point being installed on the following basis: We do not feel this charge point would be in the interests of the whole community as the location of the point in question would only benefit one resident in the road, this being No 31 Nutbourne Road. On top of this the same resident is also applying for a disability parking bay outside of the address, and while we would not object to this, our view is this resident is now seeking to benefit from two dedicated parking spaces.</p> <p>---</p> <p>The reasons being Nutbourne road has limited parking at the best of times especially during working hours. The employees of the surrounding factory's and businesses park freely in our street leaving us residents with no or very limited spaces. We have a lot of elderly residents in our road, some who require careers and regular visits/pick ups and drop off's from family members and the parking is already a major issue. I don't feel the elderly generation or disabled residents of our community will benefit at all, it will in fact hinder their quality of life. Zetland road has more spaces and electrical sockets and I feel this would be a better location if a charge point is required. It would also be closer to the surrounding employees to have access to a charge point while they work.</p> <p>---</p>
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I read in horror your notice that you intended to install a charging point near my home in Nutbourne rd. I do not see a need for this as residents in this narrow road with severe problems already due to staff in nearby businesses parking in the day. Most of us have off road parking because of this so are quite able to supply their own charging systems if need be. My main worry is that trailing leads from the lamp post to the car will be a trip hazard as the posts were moved from kerb to the property wall. It will also stop owners converting forecourts to allow off road parking. I would suggest spending the money more wisely by providing the charging points where they are needed and will not block owners from providing their own off road parking. Luckily I have a drive and garage so it is the trip hazard and the parking chaos that will be increased by this needless charging point.

I am contacting you to wholeheartedly oppose the above project. I am a resident of Nutbourne road and find parking my own vehicle near to my house a daily issue (as I'm sure many others do). To add to this problem there are a few families that have children within a year of gaining a driving licence ! I understand that that access to charge points need to be encouraged but this is an extremely poor choice of placing one. As residents we have a major issue with employees of fitzherbert road industrial units parking in our street, at 8 o'clock our road becomes a race track of people trying to park with no apparent respect for locals ! Returning from work only to find on most occasions that every available space has been taken by non residents is extremely frustrating. So as you can imagine having a much needed space removed only to be used by electric car owners just doesn't make sense. If this access point has been requested by a Nutbourne resident this also doesn't make sense as all of my immediate neighbours have the ability to

	<p>access external power either through driveways or remote garages. I feel a better choice of position for this charge point would be in Zetland road on the industrial unit side of the street</p> <p>---</p> <p>Further to your letter I am raising concerns to the proposed charge point outside 35 Nutbourne Road for the following reasons:</p> <ol style="list-style-type: none"> 1. The parking in Nutbourne Road from Monday to Friday is, most of the time, awful as employees use it as a works car park and therefore parking is very difficult and losing another space will just worsen the situation. 2. The best place to have a charging point is outside Nutbourne House or in Zetland Road the side of the back of the factories. This would have minimum affect on residential parking. 3. All houses in Nutbourne Road have a drive or a garage. <p>Thank you for asking for views on this.</p> <p>--</p> <p>I am contacting you regarding a proposed charge point in nutbourne Road. I'm all for looking after the environment and the use of electric cars but I think there would be better places for a charge point. Parking is a nightmare in our road already with ever growing families around us. I'm not away of many residents having electric cars in the road. Also I've spoken to a few elderly residents and they have complained about the lack of parking for family/health workers to visit them. I have been working out the front of my house and seen multiple members of staff from Richmond hyundai walking to their car parked in our road. 16 members in fact. This means 16 cars and spaces taken which residents can't use. Not only Richmond staff but lots of other factories/businesses use our road. I think a charge point in Zetland road would be much better and accessible for residents of</p>
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	<p>prinstead Road, nutbourne Road Zetland Road waterworks Road and any workers that chose to park there.</p> <p>My neighbour has to park his van nearby and walk to his car as he's unable to park outside his own house. I think this is unfair and having the point in the location you propose would not help the cause.</p>
OXFORD ROAD East side, outside No.52/54	<p>reason why I do not agree because I pay parking for two cars annually so I can park the cars, anyway I can't find a parking space because there are to many cars that do not have any parking allowed. Therefore please consider this request and understand my situation</p> <p>---</p> <p>Today we got a letter about the proposal to install a new electric vehicle charge point in Oxford Street.</p> <p>We highly appreciate you for this project and completely support this plan. This step is crucially important to make the air in Portsmouth cleaner. Good luck with your important task.</p> <p>---</p> <p>I am writing today to oppose the proposed electric vehicle charging point that you are considering outside 52 Oxford Road, Southsea. We already have one in Oxford Road outside no: 73 which rarely gets used (I have only see it used once) and I don't see the need for another one. I don't know of anyone who lives in Oxford Road who actually owns a plug in electric car. I'm getting a little fed up of having to drive around to look for parking after 8pm only for you to take away another parking space in the road.</p> <p>---</p> <p>I would like to register that I object to this proposal. There is already an electric vehicle</p>

charge point just a little up the road outside number 75 which I have never seen used. Parking in our road is already difficult, let alone removing another space when there is clearly not a demand for this service.

Please take this email as an objection to the proposed second electric charge point in Oxford road. The current one is never used and parking is already enough of a nightmare without removing yet another space to reserve for electric vehicles that will also likely never be used.

I wanted to express my delight and full support behind the installation of a second electric charging point on Oxford road. I am a resident, with an unfortunately petrol car that I cannot afford to upgrade to electric yet. I am extremely pleased that when I can invest (hopefully not too long) I will have places to charge it. I am absolutely happy to lose a parking space on this road to create a greener Portsmouth.

Regarding your proposed new electrical point - I am displeased with this location! There is already one in the road - taking into account the length of the street- I am bemused why you should place 2 points so close together!!

I want to register my objection to the additional proposed electric vehicle charging point on Oxford Road. We already have one charging point on the road and I have never seen it used in the time since it was installed - to use up another parking space for something where there is clearly not demand is counterproductive and unhelpful to residents.

	<p>---</p> <p>Seconded. Please add my name to the list of those that object.</p> <p>---</p> <p>I would like to lodge an objection to another electric vehicle charging point be installed outside No52/54 on the grounds that we already have a vehicle charging point outside No75/77 & that bay has NOT been used from the first day it was installed, there is no point installing another one, If No 52 or 54 has shown interest in an electric vehicle let them use the bay at No75/77, its only just across the road, almost opposite. Under your current rules for charging bays the person must move there vehicle after charging is complete anyway, so No52 or 54 can charge at No75/77 & then move the vehicle nearer there own house, rather then charging it outside there house & moving it outside someone else house & leaving two electric bays empty. We all pay for parking & there is NOT enough spaces to go around, Having two electric bays just add to the problem, If the bay outside No75/77 was in constant use i could understand the argument for another bay but forcing this on us will not make us buy electric, one reason is the cars are far to expensive & a lot of people in these streets haven't got that sort of money or we wouldn't be living in these streets in the first place, i for one would live somewhere descent & second reason is you cant drive far enough on one charge that for me is the main reason. THE ANSWER HAS TO BE NO TO ANOTHER CHARGING BAY.</p> <p>---</p> <p>My father checks on my property, XX Oxford Road, whilst I am deployed abroad with the Armed Forces. He has sent me pictures of a letter from yourself concerning a charging point to be installed. I have a few questions I would request are answered. Although I</p>
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	<p>support the concept of this idea, and any green initiative being chased by the city, I remain unconvinced that Oxford Road is a suitable location.</p> <ol style="list-style-type: none"> 1. I believe there is already an electric vehicle charging point has already been installed on Oxford Road. Do you have data on how regularly this is used? 2. Has a survey been conducted to identify how many people living on Oxford Road own an electric vehicle? 3. Electrical vehicles are currently outside of the budget of many people within the country. Has an economic assessment been conducted as to whether it is viable that the people living on Oxford Road are able to afford an electric vehicle? 4. Given the current lack of electrical vehicles around, does this point actually provide value for money for the tax payer? How has this been assessed? 5. Where else are the other points being installed? 6. Where are points already installed? 7. Has the density of vehicles on the street been considered? 8. Will an exemption to the PCN be given to residents who live within the immediate vicinity of the space? 9. What other policies are being chased by the City Council to provide cleaner air to the city? 10. Please could you send me evidence of these residents requests for a vehicle charging point in Oxford Road? <p>As I only have intermittent ability to communicate, I would request that this is not pursued until I return from my deployment and can be fully consulted on the issue.</p> <p>---</p> <p>This is in response to the letter received about the proposed new electric vehicle charge point on OXFORD ROAD. In the time it's been there I've only seen it used a couple of times.</p>
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	<p>Obviously parking spaces are at a premium near Albert Road, though things have improved on Oxford Road since the Residents scheme was introduced last year. Right now it seems crazy to lose another space in this street given parking in the bay incurs a fixed penalty notice when the current charging space is barely ever used. I'm in favour of more EV infrastructure, but until the current bay is being used regularly I would like to object to the suggestion of another restricted bay in my road. I would be keen to see any usage data you have on the existing charge point if possible please.</p> <p>--</p> <p>I understand you propose to install another electric vehicle charge point outside 52/54 on Oxford Road. I wish to register my objection. I live in Oxford Rd. There's already an electric charge point outside 75/77 which since installed about a year ago I have only ever seen used once. Parking is at an extreme premium in Oxford Road and although improved since the introduction of residents parking permits it's still extremely busy and there are times I struggle to find a parking space for our single car. Although I am all for green options losing another parking space for an electric charge spot which will be unused for at least 90% of the time seems nonsensical and counterproductive</p>
PERCY ROAD North side, outside no.7	
	<p>I was delighted to see that you are planning a charge point in my road! We need loads more to make our environment less polluted.</p>
RANDOLPH ROAD East side, outside No.96	
	<p>Thank you for the letter concerning the electric vehicle point in Randolph Road and for the opportunity to comment on it I think it is admirable that Portsmouth City Council is looking to carry out this sort of work now – far more electric points will be needed in the coming decades, so I think it is a fine idea. One obvious knock-on effect of this, however, will be to put further pressure on the already</p>

	<p>limited parking spots in this section of Randolph Road. If I may, I would like to propose a couple of solutions that may help to ease this – firstly, could the length of the double yellow lines at the northern junction of Randolph Road and Battenburg Avenue be shortened? There is currently about 12 metres of double yellow line there, and shortening them by 3 metres would comfortably allow the parking of another car on each side of the road. Secondly, is it possible to mark parking spaces on the road? Although most of our neighbours park as considerately as possible, some still insist on taking up as much room as possible, apparently to prevent other people parking outside their houses. Some of these cars are not even used from one month to the next!</p>
REGINALD ROAD (a) North side, outside No.178 (b) South side, outside No.45	
	<p>I would like to comment on the proposal to site one of the electric charging points outside 174 Reginald Road. Whilst I support the Council in developing EV charging bays, the position of the one in Reginald Road is inappropriate unless it has specifically been requested by the resident of 174 for a car they intend to buy. To date there appears to have been no site audit that would include a comparison with alternative placements and options for locations nor consultation with affected parties to demonstrate that the charge point is required. In your report 'Electric Vehicles on- street residential charge point scheme - Proposals under TRO 1202018' you state the locations are based on requests from residents who already own an electric vehicle or they require the charging infrastructure to be in place to enable them to convert to an electric vehicle in which case a charge point will be located 'in the vicinity of the nearest suitable lamp column to the resident's address' As far as I am aware this doesn't not apply in this instance. You also state in the report that 'locations are based on known interest, reducing impact on parking congestion as the space would be used by</p>

residents currently parking in the area i.e. not an additional burden on capacity'. Again I am not aware of any known interest and we certainly haven't been surveyed but if a resident of this section of Reginald Road has requested it I would have no objections. However, if there is no interest from existing residents of this section of Reginald Road, I think the proposal should be withdrawn, as the installation would be of no benefit to us, indeed it would be detrimental. Your argument in the letter received on 4 September (but dated 7th September) that 'in built-up cities like Portsmouth, off-street parking is not an option for many residents' is exactly the reason for not installing a charge point in this part of Reginald Road. Already as a council you have consigned us to being the parking lot for the area by not including Reginald Road in any parking permit schemes resulting in it being impossible to find spaces after 5pm and at the weekends. Come and visit Reginald Road on a Friday night and just look at the number of work vans and trucks to understand the difficulties we face. Adding another restriction which further limits our ability to park, unless the resident of 174 has an electric car, is therefore unfair. It would be much better placed in an area with permit parking to at least give residents a fair chance of being able to find a space to park, or on the school side in Methuen Road opposite the junction with Pedam Close and Metheun Court where there is a lamp post but are no houses on either side of the road to impact on. To conclude, unless the residents of 174 or close neighbours have requested a charge point and are going to buy an electric car I think the location is inappropriate unless you are going to fast track introducing a residents parking permit scheme for us that comes into place at the same time. Please refrain from using Covid as an excuse for not doing this because if you can find the resources to introduce a charge point in such a short time, you can do the same for a parking permit scheme consultation. If not, you will just render the area even more impossible to live

	<p>in for those who have no option but to use their vehicles to carry out their work.</p> <p>---</p> <p>Thank you for your letter correcting your error regarding the placement of the proposed charge point outside 174/178. As per my email and letter copy sent on 4th September I still object unless the residents in that immediate section of Reginald Road have requested it for a car they intend to purchase. Currently none of us have an electric car and to remove a much needed parking space otherwise is unfair, especially in light of the fact that we have yet to receive an update on when we are going to be consulted regarding parking permits, and due to their having being introduced in neighbouring streets find it impossible to park already.</p> <p>---</p> <p>this is to let you know that I have just received your letter, and I am extremely happy about the electric vehicle charge point in Reginald road, I have been sending emails to the local politicians about electric vehicle charging points, one way systems and more plants in Reginald Roads. I am very glad that the first 2 are progressing, however, I would like to highlight 2 points: 1) MORE GREEN It could be beneficial to add a couple of more plants on road. Maybe some green islands at the entrance of the road would be very beneficial: this will help to reduce the speed, increase the green and increase the estate value. This has environmental, financial and safety benefits. Please consider this suggestions, and let me know if you need a little sketch to explain better my idea. 2) PERMIT Reginald road will be in the "parking permit area" (resident in the road will need to pay for a permit). I would suggest to exclude from the permit requirement the electric vehicle charging point for the time being, because there are still very few in Portsmouth. if you leave them free for everyone, it is a sort of encouragement to use more electric vehicles.</p>
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	<p>---</p> <p>In regards to the letter posted regarding the proposal of two electric vehicle spaces in Reginald road. I would like to object to these spaces being made due to the already severe shortage of parking spaces in the road and dangerous parking as a result by people especially next to an infant school where young children are crossing. We have one small car in our household and struggle to find parking in the evening which I know is a struggle for many Portsmouth residents. I also wondered if you had information on whether Reginald road is being temporarily tested as a one way street as we had a letter from the lib dems several months ago about this happening however nothing has happened yet and also wondered if our road will be asked if we would like to have permit parking in the near future?</p> <p>--</p> <p>I was in the area earlier today and saw the notification on the lamp post that one of the proposed locations is outside XX. As much as I am in favour of electric vehicles I'm not too keen on it being outside XX due the fact that immediately opposite is Cumberland School where there are no residential properties. Has this been considered instead as a location? Any consideration or feedback from yourselves would be greatly appreciated.</p>
ST AUGUSTINE ROAD West side, outside Nos.49	
	<p>This couldn't have come at a better time. We had just started looking at properties with off street parking. Which in Southsea is very pricey.</p> <p>---</p> <p>I am definitely opposed to this scheme taking up space in the road for vehicles which may stay there for a long time. Parking is difficult</p>

	<p>enough in St. Augustine Road with the many large white vans which do not seem to have diminished since the new parking scheme. Garages are the place for electric cars to charge up not residential streets.</p>
ST RONAN'S ROAD East side, outside No.80	
	<p>We received a note today regarding the proposed electric charge point outside our property at 82 St Ronans Road and we would like to object.</p> <p>---</p> <p>As the residents of XX St Ronans Road outside which you intend to install an EV charge point, we wish to object and propose alternative positions. We object on the following grounds:</p> <ol style="list-style-type: none"> 1. Although Mr X uses a company-owned electric vehicle, he charges it for free at work and has never had any need to charge in Portsmouth. Therefore, in addition to paying for the parking permit, he will also be charged for parking outside our premises as, only by hooking up, will we be able to park outside our own property. As his working day is from about 07.15 until 18.45, he is unlikely to enjoy any parking permit benefit during the working week as it is. 2. Until such times as the price of an EV is very much reduced, I am unlikely to be able to afford one and, as I do most of the shopping and spend more time needing to load and unload my car, an EV charge point directly outside our door means that I will NEVER be able to park outside my own house and enjoy the benefits therein. 3. As more people begin to use EVs, there will be more demand for the charge point, thereby less chance for my husband to be able to park outside our own house. 4. At our end of St Ronans Rd, we have fewer properties with any off-street parking and yet quite a few HMOs. Furthermore, being close to Albert Rd, we will often get shoppers and employees both from Albert Rd and from Craneswater School and the EMAS provision

	<p>parking at this end of the street meaning parking is already restricted.</p> <p>5. Given that, despite many having off-road parking, the Craneswater parking permit zone has a midday parking restriction. This means that there will already be a higher demand for parking in St Ronans Road as people will be able to park all day in our road for beachfront access, whilst not in the Craneswater zone.</p> <p>6. We are within 5 years of retirement age, at which stage my husband will no longer have his EV negating any need for the charge point (it is likely that we would only own one car at this time). We will, sadly, also be moving into a period of lower personal mobility so would really like any opportunity available to us of being able to park directly outside our house. Of course, we do appreciate that EVs are the way forward and we are in support of improving the City's air quality. However, instead of positioning an EV charge point directly outside our property, may we suggest the following alternatives, which are near lamp-posts for power (though some would require bollards to bring close to the kerbside):</p> <p>Alternative positions:</p> <p>(A) Near but not in St Ronans Road options:</p> <ol style="list-style-type: none"> 1. On the turning into Old Bridge Rd (travelling south). Image (1) attached 2. On the edge of Parkstone Avenue (LHS turning from Old Bridge Rd). Image (2a) attached <p>And further down on the LHS which is basically rear access to houses on Bembridge Crescent. Image (2b) attached</p> <p>Reasons for the above 2 locations:</p> <ol style="list-style-type: none"> 1. In respect of objection point (5) above, there is already more parking available in this zone with fewer residents being affected. 2. The position is easily accessible to those within Craneswater as well as those in St Ronans Rd. 3. There is additional parking in the area due to one or more of the following: <ol style="list-style-type: none"> 1. It is not directly outside a property that has no off-street parking alternative &/or
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	<p>2. There are properties in the vicinity with off-street parking meaning there is more parking available generally &/or</p> <p>3. The properties enjoy a larger footprint meaning that there is already additional car parking along the front of the premises &/or</p> <p>4. In respect of (2b), they are the rear of other properties which already have street parking at the front (in a different road) as well as street parking (and some off-street) to the rear of the property and many other properties in the street also enjoy off-street parking (Parkstone Ave)</p> <p>(B) In St Ronans Road alternative options further south:</p> <ol style="list-style-type: none"> 1. On the 1st bend of St Ronans Road (LHS travelling south). Image (3) attached 2. On the 1st bend of St Ronans Road (RHS travelling south) . Image (4) attached 3. Just beyond the 'Exchange' property on St Ronan's Rd (LHS travelling south). Image (5) attached <p>Reasons for the above 3 locations:</p> <ol style="list-style-type: none"> 1. In respect of objection point (4) above, these positions are still accessible to residents of the area but, as they are not as close to Albert Road, they are less likely to take up a parking space already used by Albert Rd and Craneswater School/EMAS visitors and employees adding to increased demand for parking spaces at the north end of the road. 2. These spaces are outside properties which already enjoy off-street parking for at least one vehicle so are not as adversely affected as we will be. 3. The positions are on the edge of a parking strip and so will be easy to access/take up an exact space in a way that a mid-way position may not. <p>(C) In St Ronans Road alternative options within the same vicinity as number 80:</p> <ol style="list-style-type: none"> 1. Outside Craneswater School <p>Reason:</p> <p>If the charge point is mainly currently due to Mr Hiller's EV, his work day is such that he is not in Portsmouth after 7.30 am nor before 6.30 pm on any weekday. Should he require</p>
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	<p>the charging point, therefore, it is still accessible to him - as it is to anyone - between the likely charging evening hours of 1600 and 0800. There is the additional benefit, however, that this position does not take up a much-demanded daytime parking space.</p> <p>2. Outside Gainsborough House. Image (6) attached</p> <p>3. Outside Terence Gdns. Image (7) attached</p> <p>Reasons for the above:</p> <p>1. Both of the properties/blocks that these front, have additional off-road parking provision.</p> <p>2. Both of these locations are on the edge of a parking strip and so will be easy to access/take up an exact space in a way that a mid-way position may not.</p> <p>3. With respect to location (3) Image (6), there would be the added benefit/safety consideration of additional vision for those exiting the rear parking of Terence Gdns or crossing the road whenever the parking space is vacant - most likely during the working/school day.</p> <p>Link to photos of suggested alternatives: https://photos.app.goo.gl/Aoin8Z1jH51MjnCn7</p> <p>In short, we do not wish for, nor have any requirement for, a charge point to be positioned outside of our property (attached Image 8 of the exact view from our front door), as there are many better alternatives. We should not and do not want to be penalised for opting for an electric car when we are the ones who are having, by the very nature of this choice (only affordable because it is a company car), less of a carbon footprint than others.</p> <p>Although you may get little further objection to the EV charge point proposal being placed outside our house, it is, in fact, ourselves and our immediate neighbours who will be the most and, in our opinion, severely and negatively impacted by your chosen location. For this reason, despite perhaps no additional objections, we feel our arguments against the</p>
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	<p>positioning and the much better and fairer alternatives that we have suggested should be considered. Thank you.</p> <p>---</p> <p>Thank you for your recent letter alerting us to this proposal and I would like to register my opposition to this, as a resident on the east side of St Ronans Road. I hope you will be aware of the level of concern and correspondence during the recent residents parking zone issues, particularly in relation to the paucity of parking at the northern end of St Ronans Road. You now propose, with this enforceable space, to deprive residents of yet another parking space, which is unfair. By way of explanation, parking in this area is already severely reduced as follows: 1. Craneswater Junior school restricted parking through out the day. 2. The entrance to St Ronans Avenue and the attendant double yellow zones on the approach/egress from this road, 3. The entrance to Gains Road and the double yellow zones on the approach/egress from this road. 4. The no parking areas in front of Gainsborough House garages. 5. The (very questionable!) disabled parking space outside no84 St Ronans Road. I hope you can see from the examples above that the proposed site will unfairly and disproportionately disadvantage residents in the north of St Ronans Road. I hope you will therefore reconsider the proposal and site the proposed charging point on either the north or south sides of Old Bridge Road, where there is considerably more space, fewer residences and therefore less demand. I would be grateful for your acknowledgement of this email and also how (and when) this proposal will be determined, and how I may find out.</p>
SHADWELL ROAD (a) South side, outside No.43 (b) South side, outside No.117	
	<p>I wish to register my strong objection to an electric charging point opposite 117 Shadwell Road for the following reasons:</p>

	<p>parking is already limited and/or compromised by</p> <p>Two garages at the entrance to Shadwell Road Numerous disabled bays within 100 yards Several homes of multiple dwellings Within 100 yards with multiple cars Council owned care facilities and care workers with cares coming and going Use of Shadwell Road by residents of Gladys Avenue, Oriel and Wadham Roads Use, by Victory Windows Ltd as a car park for multiple business trucks</p> <p>The above has a combined impact on the current parking situation plus conversion of homes into flats means parking spaces are at a premium, and therefore - the effect of another Protected space, (albeit for good environmental reasons) disproportionately impacts the residents of the first 250 - 300 yards of Shadwell Road.</p> <p>This does nothing to improve the situation and if cars park up to wait whilst the charging slot is being used will also add further barriers to residents parking.</p> <p>It is about time we had permits...</p> <p>---</p> <p>I am writing in relation to the proposed electric vehicle charge point in Shadwell Road, Portsmouth. I live there with my husband and 2 young children; we do not have an electric vehicle. My father (who is disabled) frequently spends time at our address and may well in the future live with us. If this were to happen, would the fact that there would be an electric charge point prevent us from applying for a disabled parking space?</p> <p>It concerns me as I haven't seen anybody with an electric car in our road so I wonder of the value of it at this time. Electric cars are expensive and we couldn't afford to own one.</p>
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	<p>There is a lamp post towards the end of the road which is not directly outside any person's home - could it not be positioned there?</p> <p>---</p> <p>I wish to convey my objection to the installation of charge points and the associated allocated bays for electric vehicles only. Parking in this road and the roads around here is bad enough as it is without restricting several parking opportunities to electric vehicles.</p> <hr/> <p>---</p> <p>Back in 2013/4 I was looking at purchasing a EV but had to discount the idea because of the lack of on street charging points. It is therefore excellent news that these are now going ahead, and expect that we will be making use of these once we purchase an electric car hopefully within the next 12 months.</p> <p>---</p> <p>Whilst I understand the need to provide charging points for electric cars, taking away vital car parking space in an already congested parking area is less than ideal. There are 14 plus disabled spots plus all the works vans to contend with. Weekends and after the working day is a complete waste of time trying to park anywhere near my house. Blocking more spaces is not the answer.</p> <p>---</p> <p>We have owned this home since ... and have seen many changes over the years, the biggest change we have experienced is the difficulty in parking in the vicinity of our home sometimes having to park streets away, of course this is not just a problem for Shadwell Road. Parking is a contentious issue anyway and is regularly discussed with various neighbours during conversations, issues raised include, a rise in social housing in total</p>
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4 at this end of Shadwell Road(staff need to park) houses being turned into flats and of course work vans. We feel strongly against the proposal to install this charging point outside our home and feel it can reduce the value of our property and feel our entitlement to park (at least sometimes) outside our home has been removed.

The reasons are firstly there is already not enough parking spaces in this road and the problem of parking is being put on to other roads around this area. Last time this scheme was raised people who live in surroundings roads complained that if they had to come to a charging point they would lose their parking space in their road, secondly I would like to know how many people have or have requested charging points for this scheme in Shadwell Road. Personally I think it would be a better proposition to have these charging points in Supermarket car parks like they have in Milton Keynes and other shopping areas.

I wish to object to Charging points being placed in the middle of Shadwell Road outside No.39, where the yellow notice on the lamp posts states 43 as did the Portsmouth News paper, also the phone number in the letter I received went to the wrong office when I phoned the Council. These Charging points should be in car parks such as Tesco's, Lidl's and other Supermarkets or on the end of roads which are easier to access, as you know or should be aware of that parking in this road is abysmal, I'm sure someone will come along one evening and see a parking slot without realising it is a charging point will they be fined or allowed to do this as we as residents have to drive around for looking for a parking slot especially in the evenings. Also once electric cars are charged will the person be penalised if they do not remove their car

from this space as once it is fully charged. I was lead to believe also when you buy an Electric car you are provided with a charging cable that plugs in to a socket in ones own home for charging. I would like to know how many residents in Shadwell Road have requested Charging Points as I do not know of anyone with an electric car in this road.

I am writing to say that I object to the two electric spaces being considered for Shadwell Road. Parking is already terrible here as its not a permit area and these spaces will simply be a free parking space for electric cars.

I wish to oppose installation of the charge outside 43 SHADWELL ROAD PO2 9EH.

1. The understand the lamppost you propose to use is between no 39 and 41 Shadwell Road but the charging points will be outside no 43 at least 20 feet from power source.
2. Most (76%) charging connection on Electric Car are on the Passenger side of cars so charge point needs to be on North side of road not South side as this is

ONE WAY from Gladys Ave to London Road.

3. These charging points should be in supermarket car parks so they can charge whilst shopping, on main Roads or end of side roads NOT in the middle of roads as they will be vacant most of the time. I don't know of anybody who has an electric car in this road.

4. There is a Disabled Bay outside no 45(next door) has this been taken into account.

Could I suggest someone from this department come to Shadwell Road and see the problems maybe knock on some doors for feedback from residents.

With ref to your proposal for installation of chargepoints in Shadwell Road, I have great concerns. I have been a resident for 35 years and the parking has gotten increasingly difficult year after year. Whilst I am in full support of chargepoints - in my opinion put in the wrong place will cause more issues than not. People will park in the bays when a parking space can't be found late at night (as they do in residents disabled bays and in front of areas at the end of Shadwell Road) And who will enforce that? Nobody I expect. My thoughts would be that the vast space of the Mountbatten/Alexandra Park area could be greatly utilised for this proposal. Not just Shadwell residents but certainly PO2 9, as it would be off road elivating more parking frustration & congestion in our roads. Let's use this space instead of making more misery for us residents.

I write to request clarification on the proposed electric charging bays in Shadwell Road. We have received a letter by post (photo attached) stating that an electric charging bay has been proposed outside number 39 Shadwell Road.

However, the signage on the street (photo attached) seems to contradict this, and states that a bay will be placed outside of number 43 Shadwell Road when the resident purchases an electric vehicle.

Please can you clarify whether both spaces will be implemented in October/November or if one of the communications has been mislabelled? Please also clarify how PCC aim to establish that number 43 Shadwell Road have purchased an electric vehicle.

I would also like to request to see the analysis performed on the suitability of this particular spot on Shadwell Road. I note that both of these proposed spaces, and that outside of number 117 are on the south side of the road, this causes an issue as not all electric vehicles charge on their right side. Are you aware that Shadwell Road is one way, west to east.

	<p>Further to this can you please share the survey that would have been carried out to assess the lampposts in Shadwell Road, and articulate why this particular lamp post has been chosen.</p> <p>---</p> <p>OBJECTIONS: Proposed Electric Vehicle Parking Charging Points, 43 and 117 Shadwell Road</p> <p>Shadwell Road is a one-way street in North End, Portsmouth. It is close to the ferry terminals and major road links to the A27, but there is currently no residents permit parking in place.</p> <p>There is already a severe shortage of parking spaces for residents, resulting in some residents having to park their vehicles overnight in public car parks, such as the Mountbatten Centre, a ten minute walk away.</p> <p>Specifically:</p> <ol style="list-style-type: none"> 1. On Tuesday 1 September 2020 Shadwell Road was blocked to traffic for one hour between approx. 12.15pm and 1.15pm. An ambulance had been called to attend on a resident at No. 46 Shadwell Road. There was insufficient space for the ambulance to parallel park, so it was forced to block the road and vehicles queued back into Gladys Avenue. 2. On Thursday 3 September 2020 Shadwell Road was blocked to traffic for an hour between approx. 3pm and 4pm. An ambulance was attending a patient but again there was insufficient space for it to parallel park, so it was forced to block the road outside No. 18 Shadwell Road. <p>Sadly, these are NOT isolated incidents. There are regular (i.e. almost weekly) road blocks by ambulances unable to park and, since the onset of lockdown in March 2020, by delivery vans on a regular (hourly) basis.</p>
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	<p>Furthermore, emergency vehicles have difficulty accessing Shadwell Road due to the almost continual parking on double yellow lines at the entry point from Gladys Avenue. In the event of a fire or major incident, there is a high probability that a fire engine would not be able to access Shadwell Road due to the vehicles (often including 2 or 3 tonne high sided commercial vans) parked on these double yellow lines. Local traffic wardens are aware of the problem but, as I have been told, "We can't be everywhere at all times."</p> <p>3. I live at XX Shadwell Road and I have NO PLANS to buy an electric vehicle, particularly whilst it is frequently not possible to park close by to my own home. Having an electric parking bay close to my home DOES NOT ENCOURAGE ME TO BECOME GREENER. Much as I would like to, I cannot currently justify the expense of an electric vehicle. And secondly, if I could, I would NOT want to come home, charge the vehicle and then have to drive around looking for a parking space and potentially have a 10 or 15 minute walk home in the dark, late at night.</p> <p>4. The residents at No. XX Shadwell Road have informed me that they have NO PLANS to buy an electric vehicle.</p> <p>5. The parking bay outside No. 45 Shadwell Road has effectively been out of bounds to residents for the last 10 months. It is marked as a Disabled Bay, but the driver of the vehicle passed away in early January 2020 and the vehicle has not been moved since before that date. Portsmouth Council is aware of the situation, but has yet to take action to make the space available to other residents.</p> <p>6. Despite promises in 2019 that no further HMO applications would be considered in this area, Portsmouth Council is now currently considering an application for a proposed six room HMO at No. 13 Shadwell Road. This proposed change of use will potentially lead to a further increase in demand for parking spaces in an already over-saturated area.</p> <ul style="list-style-type: none"> • The above points demonstrate that there is NO requirement from residents for an electric
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	<p>vehicle charging point to be located outside No. 43 Shadwell Road.</p> <ul style="list-style-type: none"> • There is no evidence to suggest that this facility would encourage any residents to “become greener” and buy an electric vehicle in the near future. • Safety of residents could be further compromised as more vehicles are forced to park on double yellow lines, simply because there is no alternative, thus prohibiting safe and rapid access for emergency vehicles. <p>There are huge problems with a lack of available parking spaces in Shadwell Road and its adjoining streets. Portsmouth Council needs to address these challenges, by re-visiting the options of residents parking permits/banning commercial vehicles from residential streets overnight/making better use of Mountbatten Centre car parks/ BEFORE exacerbating the problem by further reducing the availability of residential parking spaces.</p> <p>I would also suggest that Portsmouth Council needs to demonstrate to residents that it has maximised the number of electric vehicle charging points available in all public space car parks (e.g. sports centres, supermarkets) AND that these spaces are being used to charge vehicles more than 80% of the time, BEFORE making life even more challenging for the majority of its residents, who do NOT own electric vehicles and, at current market prices and given the current economic climate due to Covid-19, are unlikely to do so for some considerable period of time.</p> <p>We would all like a greener world, but installing the proposed bays in Shadwell Road and forcing Portsmouth residents to drive ever-further distances around neighbouring roads, searching for a parking space, is NOT going to help achieve it.</p> <p>--</p> <p>I have a question regarding the proposed vehicle charge points.</p>
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Firstly I would like to know why these particular points on the road were chosen? Shadwell Road and the other surrounding roads are one way. Placing the points on the south side of the road means that the charger would be on the drivers side of the car. Based on my limited research this means that 76% of the models of hybrids and EVs available would have to be plugged in on the road side, when plugged in this protrusion could potentially be knocked by cars driving down the road causing damage to the vehicle. I have noticed that Oriel Road has 2 charging points on the north side of the road. However this road goes in the opposite direction meaning that again cars are likely to have their chargers on the wrong side. I would urge you to please consider installation of both chargers on the opposite side of the road to provide better ergonomics for the majority of hybrid and EV models available. As someone who would consider a plug in hybrid for their next vehicle I would have reservations about using a charge point with my plug sticking out in the road, I expect repairing any damage incurred would be at my expense, not the council.

Could I please take this time to point out that a general feel of the installation of these charge points on Shadwell Road is seen in a negative light by it's residents. Might I suggest as a way to get more people on board you consider tackling the issue of commercial vehicles parking in and around the area overnight? By addressing this matter you are more likely to get by in for what is very important for the future of Portsmouth and the environment.

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Thank you for you response. I'd like to note that I do not object to TRO 75/2020 entirely. My main concern is that their placement is not fit for purpose and is potentially wasteful.

	<p>I am by no means an expert on lamp posts but I am very confident that the posts on both sides of the road are identical. I also do not feel that proximity to the requestor is a valid argument as time and time again we are told by the council that we do not own the parking spaces outside our homes and that parking in proximity to our house is a luxury, not a right.</p>
SHELFORD ROAD West side, outside No.3	
	<p>Received notification of the EV charge point. I live at XX Shelford Road. Happy to offer my support for this and any future EV points in the future.</p> <p>---</p> <p>We object to the above proposal for the following reasons,</p> <p>There would be a further loss of parking in Shelford Road.</p> <p>There is no information about the electricity, i.e. is it environmentally friendly?</p> <p>Are the people who have registered interest actually resident in Shelford Road?</p> <p>Will the owner of X Shelford Road receive compensation for the siting of this business outside their house?</p> <p>Will rates be paid by Ubitricity to the local authority and the highways agency?</p> <p>Are new building developments required to provide charging points?</p> <p>This method is only a short term benefit until proper charging facilities are made available. Charging facilities should be provided by the council or private enterprises, and not on residential roads where there is no off road parking available.</p> <p>The Ubitricity website map shows that there is minimal siting of charging points in areas with off road parking compared with areas with minimal parking spaces, such as Shelford Road.</p>
ST CHAD'S AVENUE North side, outside No.7	

	<p>Im responding to the letter received today (4/9/20) with regards to the proposed charging point outside number X St Chads Avenue.</p> <p>I must object to this in the strongest terms as parking down this road is dire to say the least at the best of times. The amount of times Ive had to park as far away as Mayfield Rd and other roads of a similar distance or further is unacceptable as it is, but to have another space lost because of one of these charging points will just make the problem worse. Im not even aware of any cars that need it down this road , although there maybe, but the point is another space gone on top of the work vans and selfishly parked vehicles parked in the middle of a space big enough for two cars will just make a infuriating problem even worse. Please keep me informed of any progress with this matter.</p> <p>---</p> <p>I would like to write to object to the proposed vehicle charging point in St Chads Avenue.</p> <p>Parking in St Chads Avenue is already appalling, not helped by the new flats being built and the landlord charging for spaces, meaning residents are parking in the road instead of in the car park.</p> <p>We also already have multiple disabled bays in the road and adding another restricted bay will only make the parking situation worse.</p> <p>We frequently have to park in other roads already and I cannot see that helping potentially 1 resident charge an electric car, while making the rest of us drive around and around looking for a space, is going to have a positive environmental impact.</p>
STUBBINGTON AVENUE North side, outside No.207	
	whilst I agree with the citing of EV point might we request it is placed in the old bus stops on Stubbington avenue outside approx 214/216

	<p>or 225/227 to not take another on street parking space from an already crowded area for parking due to the restrictions of distance from copnor road lights, or the other side of Kensington road junction</p> <p>---</p> <p>I have just received the notification letter through for this proposed charge point which invites feedback. This end of Stubbington Avenue between Kensington Road and Connor road is very tight on parking already as much of the road section is not parking due to the traffic lights. It would make more sense to install it further east where parking is easier today - closer to 165 Stubbington Avenue, or up Kenyon Road/ Kirby road since there's already one on Kensington Road and Laburnum Road, and Lyndhurst road has reduced parking due to the schools. The houses are also bigger up Kirby and Kenyon roads so there's generally fewer cars per meter of road and parking is always lighter in these areas.</p>
	<p>---</p> <p>I am particularly grateful for the inclusion of Stubbington avenue as a EV charge area, this is great news!</p> <p>---</p> <p>I live in Stubbington Avenue and I object to this proposal. I object because of the amount of parking in this road is overcrowded and the lack of use for the electric vehicle charging bay once the electric car is charged no one else can use this parking space. Also the amount of HMO properties within this area has put a great stress on parking and there is no room for additional cars or to removed parking from the street.</p> <p>---</p>

	<p>We would like to object to having an electrical charging point for the following reasons</p> <p>1) have an elderly parents often over the weekend and are concerned how have an electrical parking space will reduce our ability to park near our house which is a major concern for us. My father already has a disability badge and space outside his own house: it would be shame to have to limit family visits due to car parking issues.</p> <p>2) My partner has his own business needing to get ladders / scaffolding towers from our back gate to his van - obviously not being able to park near our house could be a major issue.</p> <p>3) Partner has known degenerative hip bone issues, currently this reduces his working week to an average of 3 days a week and expect future issues with the potential need of our own disabled parking space outside our house.</p> <p>4) we continually have issues with people parking across the drive in some cases meaning the drive is out of action as a parking option or causing bumper to bumper parking which we are very concerned this will increase with the electrical charging point. This will increase disputes and issues over over parking.</p> <p>---</p> <p>Further to my email dated 14 September I would like to add the following further comments</p> <p>1. I assume you are not aware of the parking issues in STubbington ave regarding the shared driveways, such as people parking over the marked driveways both sides continually. Which causes problems of bumper to bumper parking and often situations of people not being able to get there car out, through there own inconsiderate parking on a daily basis, which often leads to arguments.</p> <p>I would like to recommend the following options for the proposed electric point</p> <p>1) outside no 199 stubbington there would be no driveway issues as it is the last space in</p>
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	<p>this section of road- photo attached , showing red car as the last space and has lamp post to connect the electric point</p> <p>Spoken to a few people and they all agree is is the most practical option to put the space on the end parking space, meaning there would be an issue with being blocked inside</p> <p>2) the other option would be 217 as there is a split driveway which is not in use. See second photo again showing lamppost and the non useable driveway .</p> <p>I would like understand is it a parking space for the electric cars or just a charging point and therefore limited to a time slot, if so how</p> <p>Is it going to be policed - to stop people just parking and leaving the car there. People will not adhere to charging times and it will become a parking space. (Photos attached to email.)</p>
<p>TASWELL ROAD East side, outside No.32</p>	
	<p>Further to your letter regarding an electric charging point in Taswell Road I wish to object strongly. Currently we have 2 electric charging points within a minutes walk of Taswell Road. One is used as a parking space Some evenings and the other most days is empty. Why have another in one of the shortest roads in Portsmouth when I can see 2 rarely being used.</p> <p>Taswell Road is used as a parking place during the day for all Teachers at the schools in the area. Residents cannot park due to this. In the evening all the roads across Waverley Road Park so again no parking for residents. In the summer when there are no schools it's all the beach people. So now with 1 less space things will be worse. There are many other longer roads in the area without electric charging points so why have you chosen the short road that actually has 2 points within reach. I am aware some people have already said they will use the point to park their car and not charge it as no one checks anyway. They are going to use this as their private space.</p> <p>I would suggest if we have to have this point then actually make the resident parking</p>

	<p>restrictions worth having as in Fratton all day 2 hours does not cover all workers coming home.</p> <p>Why act on something that is already available when the majority of cars by far are not electric. I rarely can park in my own street less than once a week.</p>
WADHAM ROAD South side, outside No.63	<p>Wadham Road already struggles with parking due to the recent three HMO's which house up to 6/8 people, whom most of them have cars. I get home around 3pm and even at this time I am having to drive around the block about 4 times before I can find a parking space, or having to park in a different road. Wadham Road also has staff from Harbour Vets parking up and down the road, plus many works Van's and the company that used to be called Sunlight on Gladys Avenue, staff also park in our road. So having a marked parking bay will only add to the major parking issues we already have. I have actually emailed Portsmouth City Council Parking Department, but was informed that due to the Coronavirus, the department is currently not operating ? I think parking as a whole needs to be looked at first before adding marked bays for electric vehicles. The road either needs to be permitted or bays/road markings put in place so people actually park properly. There have been residents shouting at each other over parking, and some residents have been putting their bins in the road for works Van's or to save their space. Unfortunately until the parking in Wadham Road is assessed, I object to the proposed electric vehicle charge point in Wadham Road.</p> <p>---</p> <p>I live at XX Wadham Road and have received the letter with regards to the proposed Electric Charge Point. Whilst I am fully behind the gradual change from petrol to electric cars, I strongly object to yet another parking space within our already over congested road. We currently have more than a handful of</p>

	<p>disabled spaces, (a couple of which often have cars without badges parked in them), houses of multiple occupancy that unsurprisingly have not stuck to the idealistic planning proposal of mainly using bicycles and more than a handful of large work vans regularly parking in the road as the whole area is already fit to burst with parking needs. Putting a charge point in and making another space largely redundant or only useable by a very small minority especially with other charge points in the vicinity is just going to exasperate the problem even further.</p>
WAVERLEY GROVE South side, outside No.2	
	<p>While I am wholly supportive of electric vehicle chargepoints across the city, I am strongly opposed to having one sited in Waverley Grove.</p> <p>Parking spaces for residents of Waverley Grove is always at premium due to the road being largely comprised of flats. In addition residents of Waverley Road use it for parking, staff of Mayville School, seafront visitors in summer and the usual mix of tradespeople year round.</p> <p>We had some hope that a residents parking scheme could help but omitting us from the new Craneswater MF parking zone has put even more pressure on parking, especially during the evening when Parkstone Avenue was our last resort for finding a space.</p> <p>So this proposal to take another parking space out of the road has come at a particularly bad time. You should look for a location where there are always spaces available. I provide some photos below that may help. They were taken at 10.50am Bank Holiday Monday 31st August, two days after the introduction of our RPZ.</p> <p>I have already written to local councillors detailing my feelings about this inequitable zoning decision:</p> <p>My main concerns are:</p> <ol style="list-style-type: none"> 1. Inadequate and unconvincing justification of the Extension + MF parking zone decision

	<p>2. The clear inequality of parking opportunities for different demographics and how this reflects on Portsmouth City Council The case presented for the Extension + MF decision thoroughly fails to convince. The vague reasons given have been built upon to create a case that remains both flimsy and risible.</p> <p>The primary reason to not proceed with the obvious option seems to rest on this documented point:</p> <p>‘After the MD zone was introduced in September 2019, feedback from residents of Waverley Road and side roads such as Gains Road and Allens Road indicated a preference to be included in the MD zone. The reasons given for supporting permit parking were more aligned with those of the MD zone’</p> <p>The question remains what was the basis of those preferences, what were the reasons given and how many people expressed them? These must be very strong reasons and submitted in large number to be selected from all residents’ comments to represent the will of the people. They are doing an awful lot of heavy lifting in driving this parking zone decision, against what would be the most obvious new zone as surveyed in March 2019.</p> <p>A disinterested person examining the evidence available would likely have come to a totally different decision, even without considering the disadvantage conferred on the residents to the west of the new MF zone. I am left with the conclusion that this outcome was desired by the Craneswater residents, who are capable of representing their wishes robustly, and local councillors who had an interest in achieving it.</p> <p>My original point remains that Portsmouth City Council is diminished by this egregious decision. It represents not fairness and equality for all residents but the protection of the interests of a particular demographic: Portsmouth’s affluent middle class. (6 photos attached: Waverley Road and 2 of St Ronan’s Road, in the MD residents’ parking zone, and Craneswater Avenue, Parkstone Avenue and Bembridge Crescent, all in the MF zone.)</p>
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	<p>---</p> <p>Hi I support the charging point.</p> <p>---</p> <p>I would like to email in support of a charging point being installed on Waverley Grove as I intend to obtain an electric car in the next couple of years.</p> <p>---</p> <p>Whilst it's good to hear that Portsmouth are investing in improving air quality, I think it's prudent that location of charge points are considered very carefully. Waverley Grove is made up solely of houses broken into flats with no individual houses. This means due to the high amount of residents in the road that parking is already quite a struggle. I currently pay for two parking permits which has made little to no difference to this area. In addition, the lack of parking in Waverley Road means Waverley Grove takes on a lot of spill over parking. I often see that the charging point in Wimbledon Park Road is empty and this loses a parking space within that road. This simply isn't something that can be afforded in Waverley Grove. I think it would be more sensible to acquire a space on a road of houses, such as St Ronans Road, for a location where there is the possibility of less people trying to park. Or perhaps another space on Wimbledon Park Road along the stretch near the park where there are no houses. Or on Old Bridge Road where again, there are no houses. As a young female, I am severely concerned that this is one space removed from near my property. I already often have to park roads away and fear for my own safety whilst walking back in the hours of darkness. There will only be frustration added to this if the charge point is not utilised. I really hope my views are considered as I object to Waverley Grove as and option for a charge point.</p>
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<p>WHITE HART ROAD West side, outside Mountjoy Court</p>	
	<p>In response to your letter dated 07/09/20 re "electric charging point", I am in total agreement with your proposal.</p> <p>---</p> <p>Reference your letter dated 7 September 2020 advising residents of the proposed electric vehicle charge point in White Hart Road, whilst I am in support of improving air quality in Portsmouth and encouraging ownership of electric vehicles, I am somewhat surprised with your proposal that an electrical charge point be installed in White Hart Road.</p> <p>Given the problem of youth behaviour in this area, especially during the summer months, coupled with the fact of this being a pedestrian thoroughfare from Gunwharf to Broad Street, I believe such a charging point in this road would further exacerbate the problem residents experience with damage encountered to cars, such as scratches, by youth behaviour late of an evening. I can only image such a charging point will be an incentive to youths in that they will have great delight in trying to unplug any car that is plug</p>

	<p>in to an electrical point irrespective of the likely damage such behaviour will incur.</p> <p>If the youth culture in this area was not so detrimental I would fully support your proposal but feel White Hart Road to be unsuitable for the installation of a charging point.</p>
WHITWELL ROAD South side, outside No.36	
	<p>I support the installation of a charging point at 36 whitwell road. It would also encourage others in the street to use EVs.</p> <p>---</p> <p>This is something we would support wholeheartedly.</p> <p>---</p> <p>I am just responding to the recent letter regarding a new electric vehicle charge point in our street (Whitwell road) as part of plans to introduce more to the city. I think this is a great idea and am fully supportive. A lack of charge points has been a big factor in my reluctance to get an electric car or 1 in the future (as majority of Portsmouth roads without drives mean you could never charge near your home) I hope this trial goes ahead and is successful so that more charge points can be installed</p>
WYKEHAM ROAD South side, outside No. 81	
	<p>I am emailing to object to a charging point in our road. Parking is at the limit anyway and this would take away a parking space. There is a charging point around the corner in Laburnum grove where I have seen a car charging 3 times since it was put there and it has been the same car each time!</p> <p>---</p> <p>We have been sent another letter changing the electric charge point in Wykeham road. I still object as there is one around the corner in</p>

	<p>Laburnum grove which is hardly used. If the requester lives at number 81 it would not mean they have a permanent parking space, if not, how does number 81 feel about this? It again takes a parking space away from a road that already has parking problems. Maybe consider residents parking again</p> <p>---</p> <p>My husband & I object to the proposal. We are in the dead end part of the road which has 20 houses, and we already have 3 disabled parking bays restricting our parking options. We would suggest a better position would be not outside someone's house. There are 2 large areas of 'wall' in Wykeham Avenue which are the sides of houses in Stubbington Avenue on the corners of Wykeham Avenue. Also, alongside no. 1 Wykeham Road. We have also not identified any electric cars in our area. My husband works shifts and already has a severe problem trying to find a parking space when returning home from work late at night. The proposed restricted space would only increase the problem.</p> <p>---</p> <p>I am writing to express my objections to your proposed electric car charging point at no 81 Wykeham Rd. No 81 is situated in the cul-de-sac area of which there are approx only 19 spaces for parking. 4 of these spaces are already taken up by disabled spaces and 2 by hard standing/gate areas, so there is very limited space already. Having asked most residents in this area - not one (underlined) has said they would be getting an electric vehicle, now or in the foreseeable future. So I would like it to be recorded that I object strongly to this proposal, as do my neighbours and if the point is required in WYKEHAM ROAD put it at the next lamppost down, also the house next door to that post does not, and never has had a car. Once again, I object to this proposal.</p>
WYMERING ROAD, NORTH END	

South side, outside No.120

With Reference to the Notification of an Electric Car Bay outside No. 120

This is totally, selfish, ridiculous & unacceptable yet alone no thought for the residents of Wymering Road.

This road must be one of the hardest roads for residents to try & find somewhere to park, without taking away another parking space for the very very small minority of electric cars in this area, that don't even have to pay road tax.

When the school hours are in force this road is jam packed with cars going round & round trying to find somewhere to park without taking away another parking space.

The council does nothing to ease this situation which is very annoying for the residents, & also all the cars parking on yellow lines in this road & all the other roads in this area making it very hard to manoeuvre round corners. Where are all the traffic Wardens????

There is some parking available near the school so why introduce this bay at just over half way in the most congested area of the road. We counted 22 vans parked in the road the other day, so if you come home after 5pm there is almost nowhere to park. If anything this road should be made Resident Parking Only, because of all the work vans left here all day long.

You mentioned that it was a residents request for this bay, so I would like to know why when a disabled bay is required, they have to fight literally tooth& nail to have a bay installed & go through all the form filling.

As I have mentioned before this is totally absurd & thoughtless. Probably if one of you lived in this road you would see the difficulties we all have in finding somewhere to park without taking away another space.

If you come home after 10pm then you may have to park 4-5 streets away.

Does this mean that no one else can park in an Electric Bay????

From a furious resident.

Road not relevant or identifiable from message	
	<p>Good afternoon, thank you for the e-mail regarding The Portsmouth City Council (Various Roads) (Electric Vehicle Recharging Parking Places) (No75) Order 2020 which I received today. I wish to register my support for this programme of works, an important step towards improving air quality in the city.</p> <p>---</p> <p>I am utterly baffled as to how anybody could have come up with a scheme as stupid as this, beyond the fact that it is free. In three years' time, it will doubtless be hailed as a huge success by the ill informed green mob and rolled out further. What will actually happen is that there will be a huge backlash from the general public on several grounds. Very few people can afford the absurd prices of electric vehicles. Electric vehicles might not be available or capable of doing the job in the first place. If they cannot charge, the following day is written off. That will cost jobs. If they cannot park without attracting PCNs, there will be real trouble from motorists and residents.</p> <p>---</p> <ol style="list-style-type: none"> 1. How many vehicles a day/night are you budgeting to be charged per 24 hours from each shared point? I ask because the existing charging point in my road is treated as a personal parking space and is fully occupied by one vehicle which remains there all day/night with the cable attached. Are they being charged per hour or per kW? Having a cable plugged in does not equal charging. If 6 hours as suggested, how do you ensure that if someone arrives at the bay after work, say 5.30, we should be able to get another car into the slot at 11.30, so we get two cars charged per night? You mention that you can only park there when actively charging. How do you know when a car is actively charging, and when it is fully

	<p>charged and available for use? Is there going to be a booking system, so for example you know when a particular socket is available, or when it will become available. How would my neighbour know my car is fully charged and so the space should now be available for them? If I put my car in the bay and it is fully charged, how many hours leeway would I get before I have to move it or get fined? How much is the proposed PCN? Are PCNs payable at night, what happens if my car becomes fully charged at night, and my alarm clock doesn't go off? I've been ticketed in my road at 4am in the morning when my car not causing an obstruction, so I know our traffic officers work 24 hours! But if electric cars exempt from night PCN, why would anyone be motivated to move car once in charging space? I've looked at the Portsmouth website but the links to tell you more about the charging and costs etc isn't working. Please can I suggest that you need to get that fixed so that we can see the costs, both in charges to my rates and personal charges for electricity used. Do you pay per hour cable attached, or per kW stored? What is the breakeven point when you start to make a profit to feed back into Portsmouth city finances? What are the success criteria (KPI) for the three year trial? Will they be published? Once the Ubitricity contract ends in 3 years, or the technology improves, who is responsible for removing old non functioning bollards so we aren't littered with non functioning bollards the way Portsmouth is littered with old non functioning CCTV and speed cameras? This is an interesting scheme, and I wish it well, but there are a lot of gaps in the info provided.</p>
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* HIGH STREET, OLD PORTSMOUTH South-east side, outside No. 17

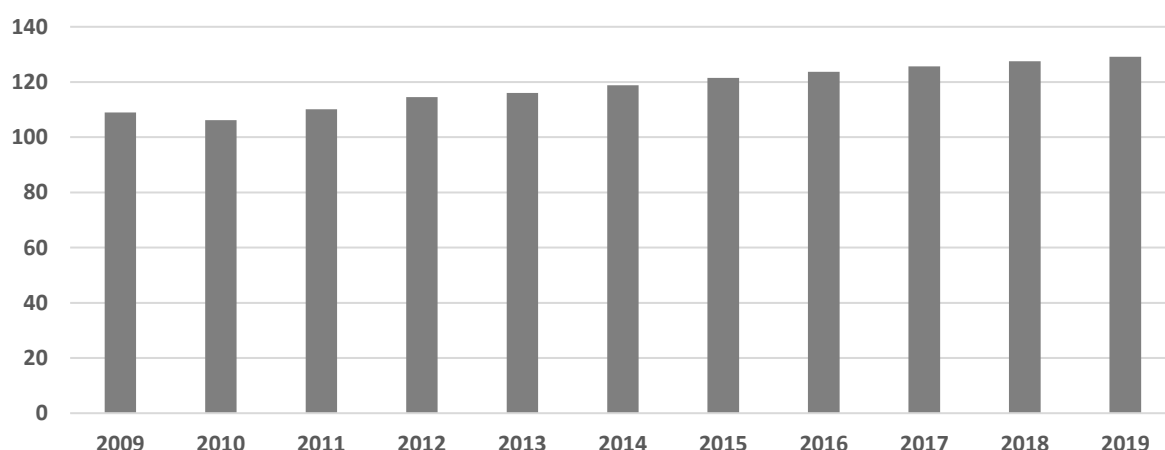
Comments by the Friends Of Old Portsmouth Association (FOOPA)

Thank you for giving local residents in Old Portsmouth the opportunity to comment on the Council's proposal to install an Electric Vehicle Charging Point (EVCP) at 17 High Street. FOOPA welcomes endeavours to reduce illegal air pollution and contribute towards Portsmouth meeting the National Air Quality Objectives in the shortest possible time. FOOPA fully supports the policy to increase the number of EVCPs throughout the city to incentivise residents to switch from polluting Internal Combustion Engine (ICE) vehicles to clean ULEVs. Nevertheless, we would like the Council to go further by pro-actively installing more on-street ECVPs throughout the city to lead and encourage demand, not merely being reactive when residents might request them.

However, the Transport Planning Team letter seems to be based on an underlying assumption that an increase in EVCPs will make a major improvement in cleaner air by encouraging residents to replace and so reduce the number of polluting motor vehicles in the city. However, DfT data shows this is not the case. The overall number of motor vehicles in Portsmouth of all types continues to increase as shown in the chart below.

Total number of vehicles registered in Portsmouth (thousands)

Source: DfT data table veh0105



The number of motor vehicles registered in Portsmouth continues to increase. Where do all these vehicles go? Every concession made by PCC for more road space and more car parking reduces the space available for walking and cycling.

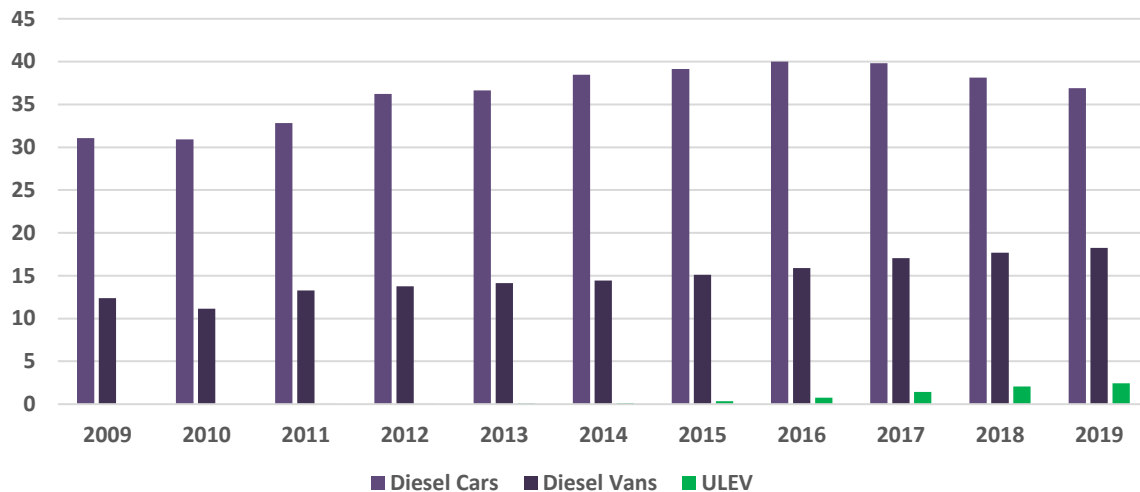
In 2019 the number of vehicles of all types increased by ~1600. The number of ULEVs increased by 370. Although the increase in the number of ULEVs is welcome, it is apparent that the overall increase in air polluting Internal Combustion Engine vehicles is over 3 times greater.

In 2019 the annual increase in the number of ULEVs was less than a quarter of the overall increase in motor vehicles. Therefore, it should not be assumed that when a resident replaces an ICE vehicle with an EV there is a net reduction in the number of polluting ICE vehicles.

Furthermore, DfT data also records that by the end of 2020 Q2, 92.5% of the ULEVs in Portsmouth are company owned.

Total number of diesel cars, diesel vans and ULEV registered in Portsmouth (thousands)

Source: DfT data table veh0132



The welcome reduction in the number of diesel cars is cancelled by the worrying increase in the number of diesel vans.

In June 2020 92.5% of all Ultra Low Emission Vehicles registered in Portsmouth were company owned. Only 222 ULEVs in Portsmouth are privately owned.

This year-on-year increase in vehicles is an unsustainable situation and is 'driven' by the fact that Portsmouth is predominantly a vehicle-friendly city. There are no measures to discourage driving, in fact the opposite is the case. It is very convenient to make short journeys in the city by car. Car travel is quicker and safer than active travel and is more comfortable and cheaper than public transport. Until this is environmentally unfriendly disparity is redressed, no number of new EVCPs will reverse the trend of worsening congestion, air pollution and public health concerns.

FOOPA raised concerns when the first EVCP was installed in High Street. PCC declared to OLEV that the EVCP would be made available for public use and no caveat on the availability date was recorded, and the High Street EVCP was listed on a large number of nationally-available apps as being available as soon as it was installed. However, the charging bay was not marked and the EVCP was not made available for public use until about 6 months later. There is no way of telling how many visitors to the city were guided by an app to High Street only to look in vain for the EVCP because the charging bay was not marked, or how many EV owners who were guests of Old Portsmouth residents were denied the opportunity to charge their vehicles in the High Street.

The PCC letter indicates that the EVCPs are primarily for residents' use. FOOPA requests clarification on the precise conditions of the OLEV grant i.e. is public money being provided for a facility to be shared equally by the general public including OP residents, or is public money being targeted on a facility to be made available only when an OP resident has acquired an EV?

Finally, FOOPA has received comments indicating that some residents consider this to be tantamount to PCC providing a reserved free parking space for the lucky EV owner. What

measures does PCC use to prevent 'charger-hogging' e.g. leaving the EV connected to the charging point when the charge is complete?

Appendix C: ORCS FAQs

Electric charge points FAQs

FAQs for on-street electric vehicle charge points

Why are we getting charge points in residential areas?

The number of electric vehicles on the road is getting bigger. Until now, charging electric vehicles has normally happened off-street in car parks, garages and driveways. In Portsmouth, off-street parking is not an option for many residents.

By installing charge points on-street, residents without off-street parking can enjoy the convenience and value of charging their plug-in electric vehicles at home.

Will the charge point make any noise when a car is charging?

No, there is no noise emission from the charge point.

Where can I find out where the chargepoints are located?

You can download the ubitricity app from the app store.

Will the parking bay be enforceable?

Yes –To park in the bay, the vehicle must be plugged into an electricity supply, otherwise a penalty charge notice may be issued.

Can anyone park in the space?

Anyone with an electric vehicle can park in the space as long as they are plugged into an electricity supply. These are shared-use charge points, rather than for private use.

Can other cars use the space if there are no electric cars using it?

No, we want to keep these spaces clear for those with an electric vehicle. To park in the bay, the vehicle must be plugged into an electricity supply, otherwise a penalty charge notice may be issued.

How long can an electric car park there?

This scheme is a trial. There are no plans for time restrictions for electric vehicle charging bays, but a car must be plugged into an electricity supply to use the bay.

How do I request a charge point in my street?

Contact our transport planning team: transportplan@portsmouthcc.gov.uk or 023 9283 4204

How does the charge point work?

The charge point draws electricity from the lamp column. To charge an electric vehicle a charging cable is required. Our charge points can be used with a standard charging cable or a 'SmartCable'. To find out more about the SmartCable, visit the Ubitricity website.

How long does it take an electric car to charge?

As the charge points we are installing will draw electricity from lamp columns, they will take longer to charge than other types of charge points. The scheme is designed for residents

to use for overnight charging. It is estimated that six to eight hours would provide most electric vehicles a full charge.

The charge points are 5.5kW of charge. The time it takes to charge an electric car depends on the size of the battery inside the car. Each car has a different size battery, meaning the charge time varies.

To work out how long it will take to charge your vehicle, divide the battery size by the power of the charge point. For example, a 30kW battery / 5.5kW charge = 6 hours, which can be seen as a typical overnight charge rate.

How much does it cost?

Please refer to the leaflet in appendix x

What type of charging point is it?

We are installing 'Pay As You Go' charge points. All you need is a Smart Phone that can scan a QR code on the charge point. You do not need to register to use the charge point. Simply turn up and scan. Each charge point is fitted with simple instructions for use. A SmartCable can also be used at the charge points, by plugging in and following the instructions on the screen of the SmartCable.

Can any electric car use it?

Yes, so long as it can use a type 1 or type 2 plug. This is standard for nearly every electric vehicle (EV). The charge points are suitable for charging hybrids as well as pure EVs.

Will the charge point drain electricity from the street light?

No, the charge point will use the spare electricity in the street light circuit.

Where can I find out more?

There are more FAQs, and additional information, on the ubitricity website.



Appendix D: Tariffs



On-street electric vehicle charging

What is being installed in my area?

- With support and funding from Portsmouth City Council, ubitricity is providing the very first electric vehicle charging points fitted onto street lights on your road.
- If the streetlight is located away from the kerb, an innovative charging bollard will be used.
- Each charging point will be marked by a electric vehicle bay.

How does it work?

- Each charging point is capable of providing a charge of 5.5kW to an electric vehicle.
- It is primarily aimed for residents who want to make the switch to electric vehicles but do not have access to off-street parking.

There are two easy access methods:

1 Standard Cable & Pay As You Go

- Plug in your electric vehicle with any standard charging cable.
- Scan a QR code using your smartphone's camera or the free ubitricity app.
- Enter payment details when prompted, charging will then commence.

2 ubitricity SmartCable

- The ubitricity SmartCable enables users to get the cheapest electricity tariff on offer.
- Once you have your cable and account, simply plug in your vehicle and charging commences, it really is that simple.



ubitricity

What are the costs?

Portsmouth Residents

SmartCable Tariffs:

- Each user receives one bill at the end of the month detailing all charging events.
- A complete overview of all charging transactions is available on the ubitricity web portal and on the free ubitricity app.
- The SmartCable will also work on non ubitricity EV sockets (you won't be charged twice, it will be operate in a passive mode).

Standard cable Tariff:

- An email at the end of each charge will detail the cost.
- You are only charged for the energy you use.

How can I see where the sockets are?

- ubitricity has a free app available on iOS and Android which shows where all the sockets are. They are also available to view on Zap-Map.

How can I purchase a SmartCable?

- Please visit the ubitricity website for further information on the scheme or to purchase a SmartCable: www.ubitricity.co.uk/pec or email support@ubitricity.co.uk.

For more information about electric charge points in Portsmouth visit www.portsmouth.gov.uk and search 'electric vehicles'.

Portsmouth Subscription

Monthly subscription
£6.99
Cost of electricity
12.9p/kWh

The SmartCable is a one off
cost of £99

Portsmouth Flex

Cost of electricity
14.9p/kWh
Plug-In fee
19p

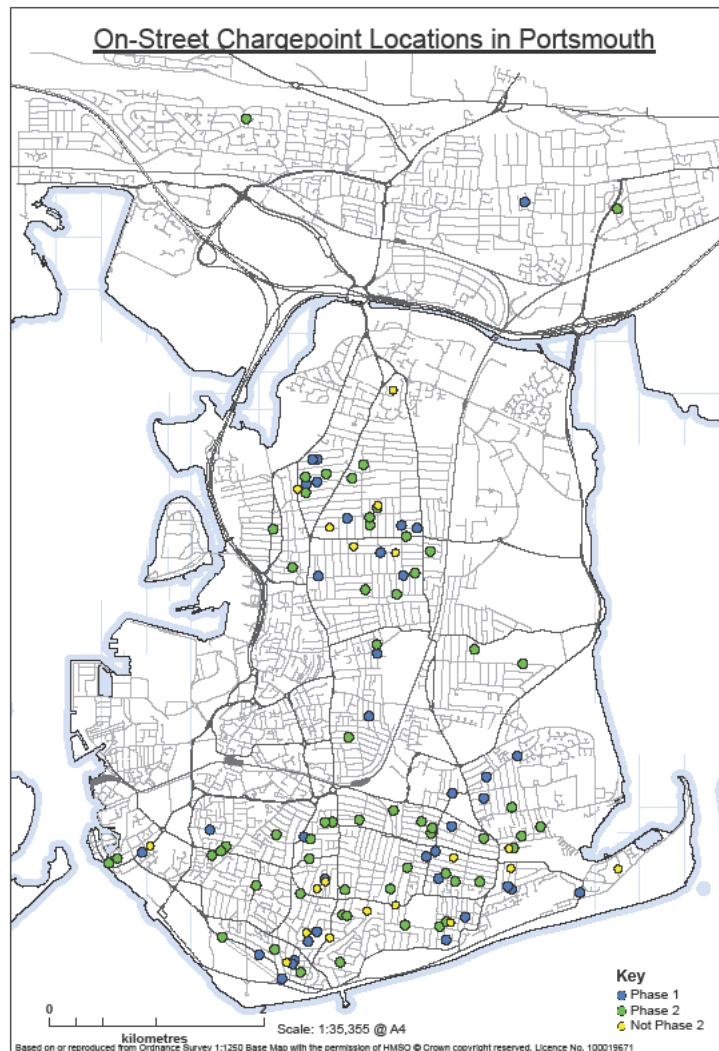
The SmartCable is a one off
cost of £199

Portsmouth Pay As You Go

(with any standard cable)
Just 22.9p/kWh

All prices quoted are inclusive of VAT

Appendix E: Location Map



Appendix F: Integrated Impact Assessment

See separate attached PDF document for this Assessment.

(End of report)