

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

Date of meeting: 17 December 2020

Subject: TRO 42/2020: Proposed MH Westfield Road Area Residents' Parking Zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed MH Westfield Road area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

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

Appendix A: The public proposal notice for TRO 42/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the MH Westfield Road area parking zone proposed under TRO 42/2020 is implemented as advertised;
- 2.2** That, should recommendation 2.1 be approved, an extension to the MH parking zone is subsequently proposed to cover the roads to the east which responded positively to the MJ informal survey, namely:
- (i)** Bransbury Road (Eastney Rd to Minstead Rd)
 - (ii)** Fordingbridge Road
 - (iii)** Henderson Road (Eastney Rd to Lidiard Gdns)
 - (iv)** Lidiard Gardens
 - (v)** Minstead Road
 - (vi)** Ringwood Road

2.3 That the following clarifications are confirmed and noted:

- (i) Residents of Devonshire Avenue would continue to be able to park on either side of their road, as enabled by signage, despite each side being allocated to a different zone. Parking bays are included in the proposed MI parking zone, as the MH proposals could not make reference to a parking zone that had not yet been proposed;**
- (ii) Pedam Close is a private road and these proposals do not affect that status. Properties would be eligible to apply for MH permits should they wish to use the adjacent public roads for parking.**

3. Background

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

3.2 The informal survey of the MH area closed in March 2020, and 584 of 1938 survey forms were returned (30%). Of the 584 who responded:

- 426 (73%) felt a parking scheme would be helpful
- 146 (25%) felt a parking scheme would not be helpful
- 12 (2%) did not indicate either way

The majority of replies indicated that parking problems occur every day (74%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 41%	Overnight 37%
Afternoon 15%	Morning 5%
Unanswered 2%	

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

3.4 The Programme report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Proposed restrictions take into account information given by local people, any adjacent parking restrictions, along with enforcement requirements in the area.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 49/2020 took place 24 September - 16 October 2020. Statutory consultation is not the same as a survey; the survey gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.
- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable recommendations to be made. Therefore, consideration is given to how people respond in their representations. Appendix B contains the representations received.
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (40) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MG zone (1938).
- 4.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** The information provided by local people in response to the proposed MH Westfield Road area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.
- 5.2** 200 people responded to the proposed MH zone under TRO 42/2020. Their views have been analysed by officers who have classified them as below. For example, where a resident supports permit parking but objects to the times of operation or costs, this has been included as an objection:

Respondents	Object	Support	Unclear either way
Residents in zone	45	110	14
Businesses in zone	0	0	1
Residents outside zone	0	1	0
Businesses outside zone	0	0	0
Totals	45	111	15
No address given	9	18	2
Overall totals	54	129	17

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

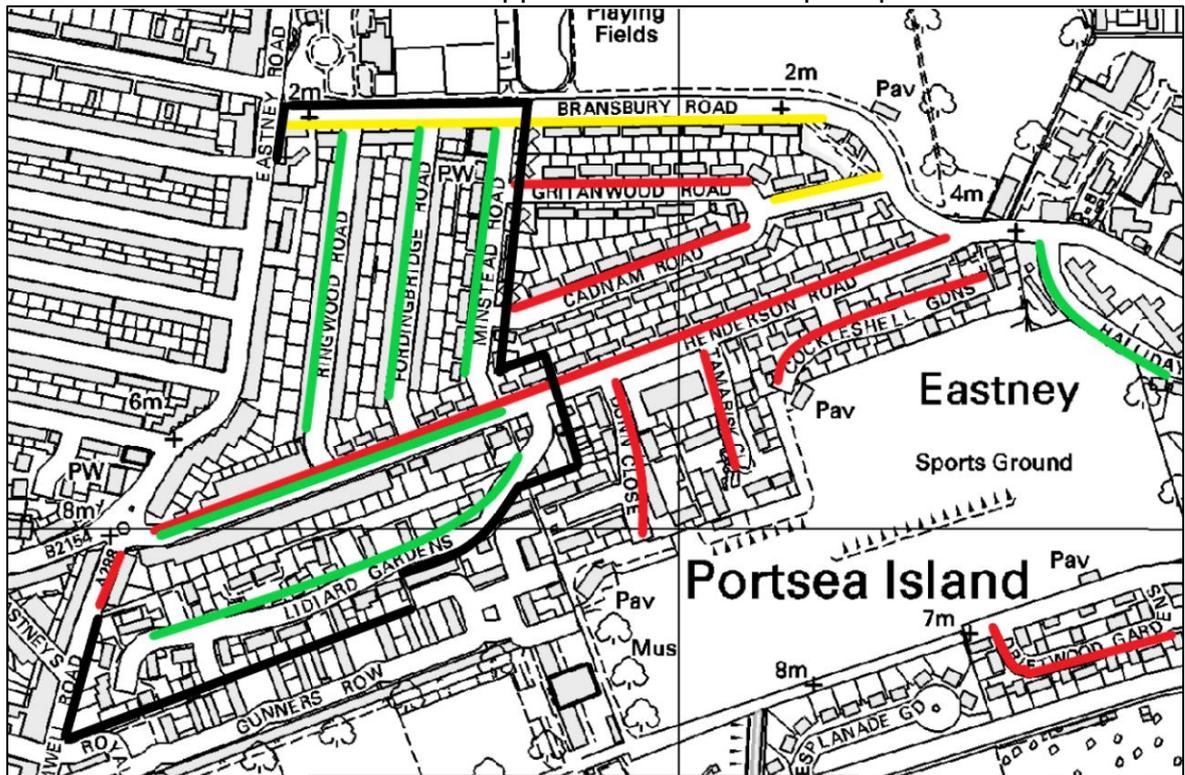
- 5.3** The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area as listed below, in order of most-highlighted:
- Households have too many vehicles
 - Commercial vehicles
 - Parking associated with HMOs (Housing in Multiple Occupation)
 - Displaced vehicles from nearby parking zones, or others seeking unrestricted parking
 - Football match parking
 - Local garage working on cars; vehicles associated with other businesses
- 5.4** The most common points raised during the formal consultation, whether in support or against the proposed MG parking zone, are listed below:
- operating time of the parking zone (29 out of 200)
 - cost of permits (27 out of 200)
 - boundary roads (20 out of 200)
- 5.5** Following the response to the formal consultations on previous parking zones proposed to operate for 2 hours a day, the FAQ section of the information letter was expanded to include details of Visitor permits, the cost of Resident permits and how parking zones work when restricted to permit holders only for 2 hours a day. By doing this, fewer of these queries arose during the statutory consultation on the proposed MH parking zone.
- 5.6** Boundary roads of the MH Westfield Road parking zone include Highland Road (north side), Winter Road (east side), Devonshire Avenue (south side) and Eastney Road (both sides; see recommendation 2.2).
- 6. Reasons for the recommendations**
- 6.1** The recommendation is to implement the MH parking zone with the caveats highlighted in paragraphs 2.2 and 2.3. The Administration has said it only wants to implement parking zones where the residents want them. The informal survey showed this was the case and the officers' analysis of the comments received to the formal proposal shows that this is still the case; objections to elements of the scheme are addressed within this report. An assessment needs to be made of all of the comments received and in many of those which have been classified as objections, the need for a zone has been accepted albeit with a concern about how elements of the proposed zone would work.
- 6.2** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed MH Westfield Road area zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.

- 6.3** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.4** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
- 6.5** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.
- 6.6** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce.
- 6.7** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.8.1** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones with a two hour restriction are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services. All parking bays can be used for dropping off/collecting passengers and loading/unloading in the usual manner, provided the vehicle is not left unattended during the restriction operating times. This is useful for parents collecting pupils from schools, for example.
- 6.8.2** Operating time of proposed MH parking zone: 29 of those who responded to the consultation would prefer the restrictions to (a) start earlier, (b) extend for more than 2 hours a day or (c) for the parking zone to operate 24 hours a day. These preferences suggest that the majority of people are content for the proposed operating time of 6-8pm to be implemented. The proposed timings were based on a high proportion of people responding to the informal survey to say that the parking problems occur mainly in the evenings (41%).
- 6.9.1** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes are funded from the income generated. After the original set-up costs, parking zones have ongoing costs

thereafter. Costs involve permit and penalty charge notice administration, signs, posts, road markings, enforcement and maintenance.

- 6.9.2** Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.
- 6.10.1** Boundary Roads
There are 294 properties on the section of Highland Road dividing the MG and MH parking zones. The majority of properties do not have off-street parking, and therefore the parking demand from Highland Road is split between both parking zones under TRO 42/2020. 8 properties on the north side are included in the MG parking zone opposite, as per the report on the MG parking zone (TRO 49/2020), because the nearest MH permit parking would be around 200 metres away in either direction.
- 6.10.2** There are around 145 properties in the section of Eastney Road included in the MH parking zone. As there are no side roads leading off the east side of Eastney Road, all properties are included in the MH parking zone so that side roads opposite may be accessed for parking.
- 6.10.3** There is very little parking on the east side of Winter Road, due to existing restrictions and its nature as a main road. Properties on both sides of Winter Road were allowed permit eligibility for the ME parking zone when it became operational earlier this year. This was an interim measure to mitigate the effects of displaced parking to the east of Winter Road, as the side roads provide the nearest unrestricted parking. Now that the MH parking zone has been proposed, the parking bays and permit eligibility include the east side of Winter road.
- 6.10.4** Devonshire Avenue is proposed to have shared parking bays installed, for use by MH and MI permit holders, meaning residents of Devonshire Avenue would continue to be able to use both sides of their road for parking. This has caused confusion for some residents, who expressed concern about only being able to park on one side of their road, which is not the case, hence recommendation 2.3 (i).
- 6.10.5** Eastney Road: The parking survey results from the "MJ" area, surveyed in October 2020, combined with how local people responded to the consultation on the proposed MH parking zone, have led to recommendation 2.2 to propose extending the MH parking zone eastwards, should that zone be approved at this decision meeting. The full results can be viewed on Portsmouth City Council's website by searching "parking survey results".
- 6.10.6** The support for permit parking is found at the western end of the area identified as "MJ", as shown in the indicative plan below. Whilst Eastney Road, as a boundary road, has no side roads adjoining its east side, use of the roads to the east is common among residents, and helps to disperse the parking demand in the area as Eastney Road has no parking available due to restrictions.

KEY: Green = in favour Red = opposed Yellow = equal split



Breakdown of results by road

Road Name	For	Against	Undecided	No. of surveys received	No. of properties surveyed
Bransbury Road	6	6	1	13	45
Cadnam Road	2	3	3	8	52
Cockleshell Gardens	2	11	2	15	44
Cromwell Road (part)	0	1	0	1	9
Driftwood Gardens	3	6	0	9	24
Dunn Close	0	4	1	5	53
Eastney Farm Road	2	2	0	4	16
Fordingbridge Road	17	12	0	29	73
Gritanwood Road	0	8	1	9	43
Halliday Crescent	2	0	0	2	53
Henderson Road (part)	20	28	2	50	164
Lidiard Gardens	20	12	2	34	124
Minstead Road	8	4	1	13	34
Ringwood Road	18	15	0	23	92
Tamarisk Close	1	4	0	5	31
Totals	101	116	13	230	857

6.11 It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.

7. Integrated Impact Assessment

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

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 8.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The set up costs for the parking zone will be in the region of £37,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. These cost will be met from the On Street Parking budget.
- 9.2** The cost of enforcing and administering the scheme will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is operation.

- 9.3** It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not know until the scheme is in operation. Similarly it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the MH extension zone there are 1,938 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,770. The 2011 census also stated that 66.6% of households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 9.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to approx. £38,700 per annum in first permits alone.
- 9.6** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the City and more specifically the zone.

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

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

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

Title of document	Location
200 emails / letters in response to TRO 42/2020 (Proposed MH Westfield Road area RPZ)	1. Portsmouth City Council's "Engineers" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation Update Post-Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020

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

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

Appendix A: The public proposal notice for TRO 42/2020

THE PORTSMOUTH CITY COUNCIL (MH ZONE: WESTFIELD ROAD AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS, AND AMENDMENTS TO ADJACENT ZONES) (NO.42) ORDER 2020

24 September 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England General Regulations 2007, of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:

engineers@portsmouthcc.gov.uk **by 16 October 2020**

Please tell us whether you support or object to the proposals

CURRENT PARKING CHARGES

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

£30.00/year for first permit

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

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

£150.00/year for first permit

£300.00/year for a second permit

£630.00/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

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

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

A) MH ZONE BOUNDARY



© Crown Copyright and database right (2020).
Ordnance Survey Licence number 100010671



B) MH PERMIT HOLDERS ONLY 6PM-8PM

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

Whole roads

- | | |
|---------------------------|---------------------------|
| 1. Billing Close | 8. Landguard Road |
| 2. Blenheim Court | 9. Maxwell Road |
| 3. Carpenter Close | 10. Methuen Road |
| 4. Clegg Road | 11. Oliver Road |
| 5. Eastfield Road | 12. Reginald Road |
| 6. Hatfield Road | 13. Westfield Road |
| 7. Hellyer Road | |

Part roads

- 14. **Hunter Road** (between Winter Road and Hatfield Road)
- 15. **Prince Albert Road** (between Devonshire Avenue and Highland Road)
- 16. **Tredegar Road** (between Winter Road and Hatfield Road)
- 17. **Winter Road** (east side between Devonshire Avenue and Highland Road)

- C) MH PERMIT ELIGIBILITY:** All properties within the MH zone boundary shown at Part A, including even-numbered properties on the south side of Devonshire Avenue between Winter Road and Eastney Road.

D) ME PERMIT HOLDERS ONLY 4.30PM-6.30PM

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

1. Winter Road

- (a) West side, the currently unrestricted parking between Pretoria Road and Aston Road
- (b) West side, the currently unrestricted parking between Aston Road and Tredegar Road

E) CHANGE FROM ME ZONE PERMIT ELIGIBILITY TO MH ZONE

- 1. Properties on the east side of Winter Road

F) MG ZONE PERMIT ELIGIBILITY INSTEAD OF MH ZONE DUE TO NEAREST PARKING

- 1. Odd-numbered properties 279-291 Highland Road
- 2. 1-12 Highcourt, 293 Highland Road

**G) MH PERMIT HOLDERS OR
WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-8PM**

1. Eastfield Road

- (a) North side, a 5m length east of Winter Road junction
- (b) North side, a 9m length east of the electric vehicle charging bay, side of 92 Winter Road

2. Hatfield Road

East side, a 35m length adjacent to the school, between Reginald Road and Methuen Road

3. Hellyer Road

East side, a 24m length adjacent to the businesses, gym etc. north of Highland Road

4. Methuen Road

South side, a 17m length west of Eastney Road adjacent the church

5. Prince Albert Road

- (a) West side, a 46m length north of Highland Road, opposite the health centres
- (b) West side, a 13m length outside the public house/hotel, south of Eastfield Road



- H) NO WAITING AT ANY TIME (double yellow lines)** (Measurements exclude footway width)
- 1. Billing Close**
West side, a 4m length northwards from its southern end, outside No.12
 - 2. Blenheim Court**
 - (a) East side, a 6m length north of its southern end, opposite Nos. 4 and 5
 - (b) West side, a 12m length south of Methuen Road; in front of the dropped kerb/gate and on the corner outside No.1
 - 3. Carpenter Close**
Northeast side, a 5m length on the corner by No.17
 - 4. Hatfield Road**
 - (a) West side, 1m lengths north and south of Tredegar Road
 - (b) West side, a 1m length southwards from Hunter Road
 - (c) East side, a 1m length northwards from Reginald Road
 - (d) East side, a 1m length southwards from Methuen Road
 - 5. Hunter Road**
 - (a) North side, a 2m length westwards from Hatfield Road
 - (b) South side, a 1m length westwards from Hatfield Road
 - 6. Methuen Road**
South side, a 1m length eastwards from Hatfield Road
 - 7. Reginald Road**
Both sides, a 1m length eastwards from Hatfield Road
 - 8. Tredegar Road**
Both sides, a 1m length eastwards from Prince Albert Road
- I) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACES (MH PERMIT HOLDERS 6PM-8PM)**
- 1. Westfield Road**
 - (a) North side, an 8m length side of No.84 Winter Road
 - (b) South side, a 5m length side of No.82 Winter Road

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 42/2020'. A copy of the draft order including the statement of reasons and a plan, is available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Please note library staff are unable to provide additional information on residents' parking schemes.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 42/2020** by **16 October 2020** stating the grounds of objection/support, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public, anonymised. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

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

Support (within zone): 1 - 110 Objection (within zone): 130 - 174 Unclear (within zone): 184 - 199
 Support (outside zone): 111 Objection (outside zone): 175 Unclear (no address): 200
 Support (no address): 112 - 129 Objection (no address): 176 - 183

Support for proposed MH zone (from within zone)	
1. Resident, Clegg Road	I support this proposed parking zone.
2. Resident, Clegg Road	We support the parking permit proposal in our zone.
3. Resident, Clegg Road	This is an email to confirm support for the proposed residents parking permits in my area MH Westfield Road. I do however feel a time of between 5pm-7pm or 5.30pm-7.30pm would be better than 6pm-8pm.
4. Resident, Devonshire Avenue	<p>Just a quick email to record that we support the parking zone.</p> <p>My only question is - we live on the south side of Devonshire Avenue. When the zones come in, will we be able to park on the north side?</p>
5. Resident, Devonshire Avenue	<p>I received a letter on the proposed MH parking zone and I have a question that I would be grateful for clarification on:</p> <p>Is the south side of Devonshire Avenue between Winter Road and Eastney Road proposed to be included in the restricted parking area?</p> <ul style="list-style-type: none"> - The MH Zone Boundary map (A) seems to indicate it is - However Devonshire Avenue is not mentioned in the paragraph listing the roads where parking will be restricted (para B) - Para C indicates that even numbered properties on Devonshire Avenue will be eligible for a permit, but does not specify that Devonshire Avenue itself will be a restricted parking area. <p>I would be very grateful for clarification of this point, so I can provide feedback on the proposal. Many thanks for your help.</p> <p>The key bit of information is that the parking bays for Devonshire Avenue are in the MI zone proposal, and it would maybe have saved some confusion had this been mentioned in the MH proposal, or at least pointed out to Devonshire Avenue residents. I've just checked the City Council website and read the MI zone proposal which does makes it clearer.</p> <p>I would like to therefore express my support for the MH and MI proposals, assuming they are both implemented (i.e. I would not support an MH zone without an MI zone as this would make parking worse on Devonshire Ave).</p>
6. Resident, Eastfield Road	I support the introduction of a residents' parking zone in the 'MH Westfield Road Area', as outlined in your letter of September 2020.



It is often very difficult to find a parking space in the area, including Eastfield Road, where I live, particularly in the evenings. I believe the proposed RPZ should help ease this over-subscription, by stopping people who do not live in the area from parking there between 6 & 8pm, which is one of the most difficult times to park.

In addition, the proposed charges will encourage residents who live in the zone to reduce the number of cars or vans they have: there is roughly enough space for each household to have one car or van, but many have more than one and some cars & vans appear to be used very rarely.

7. Resident, Eastfield Road

I'd like to inform you that I support the proposed residents parking zone MH.

This has been an ongoing problem since the other side went to permit parking. I hope this will happen soon

8. Resident, Eastfield Road

Can I just say, 'Hooray and yes please' to the introduction to permit parking. I hope it means I can park more easily in future.

I hope we will receive more information about registering for visitor permits and how to register our cars for the service.

9. Resident, Eastfield Road

I am a resident, there are 2 vehicles and although it will cost 150.00 per year, we are in favour of the parking permits, our previous address benefitted from parking permits.

This will be greatly welcomed by us as the knock on effect from the haslemere parking zone it mad we seem to have lots of vans parked in Eastfield road close to Winter road in turn pushing everyone further east into to bottom end of the Eastfield road, so sometimes my family who sometimes finish work later are going around and around looking for somewhere to park.

We understand that permits won't guarantee a parking space but from past experience parking permits are a good idea. So the sooner the better as far as we are concerned

10. Resident, Eastfield Road

Please accept my wholehearted support for this proposed scheme – the sooner the better!

11. Resident, Eastfield Road

I would like to make it known that I firmly support the proposal for proposed resident's parking zone in MH Westfield Road area. Hopefully this will make it a little easier to park in my street after work ..

12. Resident, Eastfield Road

Since the parking zones came in across the other side of winter road, parking on Eastfield and neighbouring roads is impossible after 6pm. More than happy to pay £30 for a permit for my car! Roll on the MH zone!

13. Resident, Eastfield Road

Fully support. Sign da ting!

14. Resident, Eastfield Road

I 100% fully support the proposed MH parking zone.

Parking has got extremely bad over the last few years, and the rollout of other parking zones has affected my road so much this year that I can never park anywhere in my road in the evening.

Please introduce this zone.

15. Resident, Eastfield Road

I fully support the proposed MH parking zone. The ability to park in Eastfield Road has significantly worsened since the implementation of the ME zone.

16. Resident, Eastfield Road

I am in full support of the parking permit Scheme



<p>17. Resident, Eastfield Road As a resident of Eastfield Road I fully support the implementation of MH residents parking zone.</p> <p>Since the implementation of neighbouring zones, vehicles from those zones have been parked within the MH area causing increased issues with parking to residents such as myself. Typically this is due to works vehicles but does include personal vehicles as well. The implementation of permits in MH will be of great benefit to residents within the MH zone.</p>
<p>18. Resident, Eastfield Road I support this proposed parking zone - strongly! I am very much in favour of the proposals as laid out in your letter.</p>
<p>19. Resident, Eastney Road I am in favour of the proposed parking zone. I have a van. Will I be eligible for a permit.</p>
<p>20. Resident, Eastney Road I very much support the proposal for the MH parking zone, as a good measure towards managing the parking issues in this area.</p> <p>As a resident of Eastney Road, I very much hope, if the scheme goes ahead, that I would be eligible to purchase a parking permit? Some clarification on this would be helpful.</p>
<p>21. Resident, Eastney Road I support permits for residents, especially additional charges for households with more than one vehicle. It is very hard to park in the area and on some occasions I have chosen not to go out as I new I would not be able to park my vehicle close to my home. This is important because I am elderly and find it hard to walk long distances.</p> <p>I also support time restrictions on non-permit holders parking, and would prefer this to start earlier such as from 5pm onwards for people that struggle to park when they arrive home from work.</p>
<p>22. Resident, Eastney Road I support the proposed parking zone.</p>
<p>23. Resident, Eastney Road We SUPPORT the new proposed parking zone.</p> <p>There are so many properties with more than 2 cars/vans, is a garage who keeps parking spaces busy every day and night and is a nightmare parking on Eastfield/Westfield/Landguard/Reginald road if you arrive at home after 6pm. You should change the timings from 4PM to 7PM</p>
<p>24. Resident, Hatfield Road We wanted to advise that we are in agreement with the proposal as residents on Hatfield road. We did want to ask, we have a garage which we also park in front. Whilst we are both going to get permits, if our visitors parked in front of our drive would they need a permit ?</p>
<p>25. Resident, Hatfield Road We are in favour of and fully support the proposed parking zone.</p>
<p>26. Resident, Hatfield Road I agree parking zone Tro42/2020</p>
<p>27. Resident, Hatfield Road Just a quick email to say I whole heartedly approve of this proposed scheme.</p> <p>Parking in our area has becoming increasingly difficult since the introduction of parking schemes on the roads West of winter road.</p> <p>We also have neighbours who aggressively hog specific parking spots in the area so anything to help open up more spaces at busy times would be fantastic!</p> <p>Thank you so much for considering our area for a scheme!</p>



<p>28. Resident, Hellyer Road I would like to express my support for the MH residents parking zone.</p>
<p>29. Resident, Hellyer Road I support the MH parking zone. Parking on my road has got worse since the introduction of the ME parking zone and I would welcome the opportunity to be able to park on my road, rather than having to park elsewhere due to a lack of spaces. A lot of the spaces are taken up by commercial vans and I would hope that the parking zone would discourage these kind of vehicles from parking here. I have young children and it is often very difficult to get them and our belongings from the house to the car and vice versa, as we have to park so far away. I really hope that this parking zone will be instated and I think that the time 6-8pm will help us to be able to park after work.</p>
<p>30. Resident, Hellyer Road I support the implementation of this parking zone. I am regularly unable to park outside my house and it is currently even harder as it seems that a lot of vans are moving from a neighbouring zone at 4pm every day</p>
<p>31. Resident, Hellyer Road I support this proposed parking zone.</p>
<p>32. Resident, Hellyer Road I support the proposed parking zone for the MH Westfield Road Area.</p>
<p>33. Resident, Highland Road In response to the MH Westfield Road Area - Proposed Residents' Parking Zone (TRO 42/2020), I would like to raise certain points again:</p> <p>1 The residents' parking zone does not guarantee residents a parking space either outside their home or in the parking zone.</p> <p>2 Motorbikes are exempt from the residents' parking zone, why are they not also charged for parking on the streets of Portsmouth? Surely in these days of equality and fairness the charge should be in place for all with the exemption of blue badge holders.</p> <p>3 I note thankfully that my address falls under point F of the paperwork and will allow parking in the MG Festing Grove area zone. I totally agree with this as parking within the MH Westfield Road area zone is too far from my home. The paperwork does not appear to mention parking in adjacent residents' parking zones, therefore MH permit holders can only park within the MH zone and not any of the adjacent residents' parking zones. I do not feel this is fair and question why we are being charged for a residents' parking zone and then being dictated to the location of where we can park.</p> <p>4 There are no physical permits, how will local residents know when they can report vehicles they suspect which are parking in the residents' parking zone without a permit? The parking restrictions are between 18:00 and 20:00 in the MH zone, will the council's civic enforcement officers be patrolling the zone on a daily basis during the restriction?</p> <p>These points are my thoughts on the residents' parking zone scheme, which I believe would benefit certain areas of the city e.g. Gunwharf. However I feel that rolling the scheme out across the city leaves residents with very little choice. I base my decision solely on the fact that if we do not support the proposed residents' parking zone then we will be subject to the overspill of vehicles from surrounding areas with residents' parking zones in place. Therefore I feel we have no choice but to support the proposed residents' parking zone.</p> <p>Thank you for your response, however I did not object to the proposed residents' parking zone. I listed my concerns and my final sentence was "Therefore I feel we have no choice but to support the proposed residents' parking zone."</p>

<p>34. Resident, Hunter Road I 100 percent completely support the decision of the MH Zone going ahead. I am currently a resident in Hunter Road and our part of the road is currently non permit.</p> <p>Since the ME Zone was introduced it has caused nothing but misery as people just park their cars or work vans in our road and walk off. Only an hour ago I watched someone park (the only space left in the road) and then walk to their house in Haslemere Road because they don't want to purchase a permit! It has been so bad we have been looking to move to a permit area, so as a resident this MH zone cannot come quick enough!</p>
<p>35. Resident, Hunter Road In reference to the above proposal for the MH zone I fully support this. I live in Hunter Road which is currently non permit and the parking has been horrific since the ME zone was introduced.</p> <p>I would like to see the MH zone implemented ASAP so that people do not leave their vehicles in our road and wonder off!</p>
<p>36. Resident, Hunter Road I fully support the proposal and welcome the introduction of the proposed parking zone. In my view the scheme will improve upon the current parking nightmare with which we are having to live and it cannot come quick enough. I am frankly sick and tired of seeing car owners who are not resident in our zone parking their vehicle and then strolling off back to properties that are within already designated parking zones. It is a sorry state of affairs to have to be constantly worrying about whether to leave our house in our vehicle for fear that we will not be able to return to it and park nearby. Please just implement the proposed MH parking zone as soon as possible.</p>
<p>37. Resident, Hunter Road I am supportive of the introduction of the proposed resident parking zone east of Winter Road from 6-8pm.</p>
<p>38. Resident, Landguard Road I fully support the idea of parking permits for this area, it's a complete shambles trying to park here after 18:00 hrs.</p> <p>Whilst I agree parking permits do not guarantee a parking space from inputs from other areas they do make it easier.</p>
<p>39. Resident, Landguard Road We support this proposal.</p>
<p>40. Resident, Landguard Road I am writing to register my support for the proposals to implement a residents' parking zone for the "MH" Westfield Road area of Southsea.</p> <p>Parking is a significant problem in this part of Southsea and I feel a parking zone is necessary to ensure local residents are able to park their cars in reasonable proximity to their homes.</p>
<p>41. Resident, Landguard Road I'm in support of the parking zone you are looking to put into Landguard road and surrounding areas it is greatly needed. Don't know weather you can tell me if it is going to be a one way road as well</p>
<p>42. Resident, Landguard Road I am 100% in favour of this parking zone being implemented</p> <p>I would suggest that the cost for a second and third vehicle permit are significantly increased with the additional funds being channeled into environmentally friendly travel schemes.</p>
<p>43. Resident, Landguard Road I just wanted to show my support for the new parking restrictions, I hope this really helps parking at the worst times of the day. On multiple occasions I have had to drive around for 20mins plus looking for a space.</p>



Many people in this area resort to parking on the double yellows and just risk the fine rather than actually bothering to drive around.

If these measures are put in place then rigorous enforcement would be necessary.

44. Resident, Landguard Road

We would welcome the new parking permits for Landguard Rd We have two vehicles registered at our home address and I use a small van for my work also parked in the area . For my job I do get called out for emergencies. Proof can be provided for this

45. Resident, Landguard Road

Regarding the proposal for resident parking MH zone I would like to confirm that myself and my household support the creation of a resident parking zone.

Since we moved into this area , we started to notice that parking has become gradually more complicated, sometime sforcing us to park quite far from our house. We also notice several commercial vehicles that take quite a lot of parking space.

46. Resident, Landguard Road

I haven't received a leaflet yet, however I would love for the parking scheme to go ahead in my area.

47. Resident, Landguard Road

This will be a good for the area as at the moment we have works vans parking down our road from other parking zones so when we come home all parking has gone. I agree with this parking zone.

48. Resident, Landguard Road

I have lived in Landguard Road for years and I have noticed it has become increasingly harder to park when I return from work. I am therefore generally supportive of a scheme which aims to make it easier to park.

In recent years, I have noticed that there are more students living in my local area and many of them seem to have cars, which is simply unbelievable for a city which is very walkable and has a good bus network. I note there are many more HMOs now and I would ask that your planning team seriously considers parking issues before giving consent to any additional HMOs in the area.

I also feel that the introduction of residents' parking zones needs to go hand in hand with improved public transport and access to it. I would like to see more cycle lanes around the city and people should be encouraged to leave their cars at home. The bus network is unnecessarily expensive and it is often cheaper for 2 people to take a taxi than to take the bus. The bus fare to Portsmouth Hard is only about £1.50 less than taking a taxi which seems pretty ludicrous. The introduction of this scheme should be seen as an opportunity to encourage lower car ownership per household and take steps towards becoming a greener city.

I am happy to pay for visitor parking permits but I am aware of simpler systems in other cities and I would encourage you to look into these. For example, in Salisbury, you can purchase a number of permits in advance and simply send a text with the car's number plate to activate a 24 hour permit.

49. Resident, Landguard Road

I am a resident and would agree to a Residents parking zone

50. Resident, Landguard Road

I am in favour of a residents' zone in my area. The area is between Highland Road, Eastney Road, Devonshire Avenue and Winter Road.

51. Resident, Maxwell Road

We fully support this proposal to instate a parking permit on these roads. We have a lot of commercial vehicles parked on our road and the roads surrounding us, often on corners making visibility hard. It makes driving around here quite nervewracking. So the restrictions would be very welcomed!



<p>52. Resident, Maxwell Road I support the permit proposals.</p>
<p>53. Resident, Maxwell Road In reply to your recent letter, please accept this email as confirmation of our support of the proposed residents parking zone MH Westfield Road Area.</p>
<p>54. Resident, Maxwell Road I am writing to say that I am fully in favour of the introduction of the MH parking zone.</p> <p>Since the introduction of the ME parking zone, it has been almost impossible to park in Maxwell Road and the surrounding roads after 4pm. It is extremely frustrating when returning home after work to find that one has to park streets away, invariably incurring a 5 minute walk from the car to the house.</p> <p>Cars and commercial vans of people that are not resident in the road are parked over the weekend and not moved, causing further parking shortages for residents over the weekend.</p> <p>Hopefully the introduction of the parking zone will go some way to ameliorating the parking problems experienced daily.</p>
<p>55. Resident, Maxwell Road I support the proposal for the MH parking zone. When will it commence and how do we register and pay for our permits.</p> <p>Could there be an app that allows residents to check if vehicles belong in the parking zones and allow us to report illegal parking?</p> <p>I got home about 4.30 today and my street was absolutely packed. I had to park two streets away. I've not known parking to be so difficult since permits have been introduced to some streets. The furthest I've had to park has been Bransbury Road. I live in Maxwell. It will be nice for us to at least give permit parking a try to see if it actually does make a better change for some of the residents. It's a pity we don't have spare land to create an overflow parking area.</p>
<p>56. Resident, Maxwell Road I support the proposed MH parking zone. Since the adjacent ME parking zone came into effect earlier this year, evening parking in my street has become impossible due to the overspill from that zone, predominately works vans, most of which bear company logos and addresses from outside of the Portsmouth area. The sooner the proposed MH parking zone is introduced, the better it will become.</p>
<p>57. Resident, Maxwell Road I'd just like to add my support to the residents parking zone, MH Westfield Road Area, reference TRO 42/2020. However, I would like to make some additional comments.</p> <p>Whilst I can understand the proposed period from 6pm to 8pm from an enforcement perspective to allow your traffic enforcement personnel time to get round the zones, I do think that an earlier slot that corresponds with most people coming home from work would maximise the chance of a space being free.</p> <p>Observing the adjacent ME zone since its been in operation, it appears that whilst initially the scheme reduced the numbers of cars in the zone, it does now seem to have crept back up. This suggests that there are more cars parking in the area from other areas. Unfortunately with the move away from the physical parking permit in the windscreen, its impossible for residents to positively identify if there is an issue. Can you tell me how roughly often zones are patrolled during the period when they are active? Unfortunately I feel without regular enforcement, these zones may become relatively redundant.</p>



<p>58. Resident, Methuen Road I am just writing to e mail to say I support the introduction of the parking zone between 6pm and 8pm as it is very hard for us to find parking in our area at these time due to commercial vehicles, multiple vehicles per household and over flow parking from other areas especially Eastney Road. This should help ease the burden.</p>
<p>59. Resident, Methuen Road Just to confirm I support the proposals for residents parking zones - particularly in Methuen Road - hopefully might reduce the amount of work vehicles, vans etc.</p> <p>I have problems parking in my street and on a couple of occasions been unable to park which has caused an embarrassing problem for me.</p>
<p>60. Resident, Methuen Road Thanks for your recent letter regarding the proposed parking zone - I fully support the introduction of this parking zone. I have one question though, how will this work with the current restrictions on parking in front of Cumberland Infants school on Methuen Road?</p>
<p>61. Resident, Methuen Road I am a resident in Methuen Road and strongly agree with the proposed residents parking zone permits</p>
<p>62. Resident, Methuen Road I would just like to say I support the proposed residents parking scheme for my area Zone MH</p>
<p>63. Resident, Methuen Road I agree to the Parking Zones being put in place in the MH</p>
<p>64. Resident, Methuen Road I support the proposal to introduce the parking changes that are outlined in the letter September 2020</p>
<p>65. Resident, Methuen Road With ref to the proposed MH Westfield residents parking zone – Yes please!! It is awful around this area – in my road (Methuen) alone there is one house who have 5 taxis including a van. Plus vans all the way down. I can never get in and I cannot walk far which leads to me having to park on yellow lines when I finish work which then leads to fines. (Think Im single handedly funding this department). The sooner the better.</p>
<p>66. Resident, Oliver Road Support scheme.</p>
<p>67. Resident, Oliver Road We support the idea of parking permit for Oliver road and surrounding areas MH zone.</p>
<p>68. Resident, Oliver Road would like to have the residents parking zone please</p>
<p>69. Resident, Prince Albert Road Parking is a nightmare down this road and has been made worse by the new zone that surrounds us, I'm fully for the parking permits and I hope they do bring them in as I think it will help the parking so much.</p>
<p>70. Resident, Prince Albert Road At last. It can take 30 minutes to park after 7pm in this area and I have had to park 15 minute walk away at times.</p> <p>Work vans and other large vehicles currently use the area as there are no parking restrictions and no drive ways due to the proximity of homes to road.</p> <p>In addition making the roads one way would stop log jams and reversing and the conflict that arises.</p> <p>Yes please to a parking zone in this area.</p>



<p>71. Resident, Prince Albert Road I full support the proposal for Resident's Parking. Parking currently is a nightmare! Either because households have multiple cars or visitors taking up spots. I've spent years paying parking fines because I'm forced to park on double yellows to be ANYWHERE near my street.</p>
<p>72. Resident, Reginald Road I fully support the proposals.</p> <p>Parking is atrocious on Reginald Road, the number of very large long wheel base commercial vehicles and even a tipper truck on the road has gotten out of hand, none of these are for emergency call outs or likely registered at addresses on the road.</p>
<p>73. Resident, Reginald Road After reading the information regarding this zone I am in support of the MH Westfield road area parking zone.</p>
<p>74. Resident, Reginald Road Thank you for sending the recent letter outlining the plans for the MH parking zone. As a resident of Reginald Road I currently struggle to park after 5pm during the week and for the whole of the weekend due to the number of work vans and cars from other areas which already have permits, so I am in full support of your proposal to introduce parking permits. It's a great idea.</p> <p>I also agree with the proposed time of 6pm-8pm as the majority of work vans start parking at 4pm, which this would hopefully deter whilst still allowing visitors and parents picking up their children late from school to park.</p> <p>Thank you again for offering this scheme and I look forward to permit parking being introduced here as soon as possible.</p>
<p>75. Resident, Reginald Road I am writing to confirm that we support the proposed parking zone.</p>
<p>76. Resident, Reginald Road Just to send an email supporting the parking zone that has been proposed for this area where I live at the moment. Both my husband and I are in full support of this; we have seen the improved parking in areas that have the parking permits and full support it extending to our area.</p>
<p>77. Resident, Reginald Road I am writing to you around the proposed residents' parking zone in the MH Westfield Road area. I would like to show my strong support for the introduction of a permitted zone. There are a number of reasons behind this, including –</p> <ul style="list-style-type: none">• High difficulty in parking in my road or the surrounding roads after 17:30 each day. After 20:00 each day, this is near impossible and often have to park a 10 minute walk away• Introduction of parking zones west of Winter Road has made parking worse east of Winter Road. I believe this is down to households in this area that drive commercial vehicles being parked in the MH Westfield Road area to save on the yearly permit fees for additional vehicles. This makes parking in my road and surrounding area even more challenging.• Small households having multiple cars/vans. I understand most households will require more than one car, but I know of a few in my road that have four or five. Introducing a permitting system will likely assist with this as it is unlikely that the household will want to pay out for all vehicles to be permitted. <p>With the density of housing in the area, parking will always be an issue. However, I believe permitting is the only solution to try and tackle the increasing problem.</p> <p>I look forward to hearing the result of the consultation and hope that the proposed scheme goes ahead.</p>



78. Resident, Reginald Road

I am writing to express my full support for the proposed MH Parking Zone.

The parking situation for residents is a complete nightmare, even causing me to change my working hours to start earlier so I could return home by 5/5:30 to get a parking space out in the road.

I am unable to use my car to go out in the evening or visit my elderly relative outside the city at times other than weekends/annual leave when I can stay overnight over there because I wouldn't be able to park when returning in the evening.....

During lockdown, I didn't see her for 9 weeks and when the restrictions were first lifted, I went to visit her for the day but had to leave at 3:00 to ensure I could park when I returned - because of lockdown restrictions I was unable to stay over. As you can imagine, this was very upsetting for my relative who now lives alone.

Since the launch of ME zone it has become more impossible with so many commercial vans parking in our road which I don't believe belong to residents of our road!!! One early evening when I went for a walk I counted 9 just in the part of the road from our property down to the Primary school!?!?

I understand the rationale behind the 2 hour zone but it needs to be extended later than 8 pm, to stop these contractor vehicles just parking in our zone later - that is the only way it will really help residents like myself, be able to park near our homes. A 12 hour slot would work.

Also, due to the lack of space, permits need to be tightly restricted (not 3 permits given to some households).

There is a car park next to the Frank Sorrell Centre (which is private but could be used for paid spaces to free up more space??) and also the Health Centre car park is only used for staff during the day - could that be used for paid permits during the evening/night??

Regarding the commercial vehicles - the Co-op in Highland road has a large car park and surely a deal could be negotiated with them to allow contractor vans to park there overnight?? This could be a solution.

I look forward to hearing further about our zone being implemented.

79. Resident, Reginald Road

I support the proposed parking zone in the Westfield area as it is a nightmare to park around here any time after 5:30. .

If my partner has a company car does he have to pay for a permit or will you charge his company?

Also, we live in a block of flats so if people park in our archway will they need a license too or is it private property? I have been wanting to contact someone about it because random people keep parking in here and completely blocking the archway and it is only for people who live here. It is such a nightmare getting out of here so we have been left no choice but to never park here.

80. Resident, Tredegar Road

I am emailing to support the scheme for residential parking in our road. Since February we have had issues with displacement of other vehicles who do not have permits and also those that have trade or commercial vehicles who leave their vehicles for days without moving. What is the councils policy on commercial and trade vehicles, such as DPD, FedEx vans being parked in residential areas. Do the owners of these vehicles have to pay for permits if they also have use of another vehicles? Will this new scheme also provide more traffic wardens to patrol the area when the



permits are enforced as currently there has been a lack of patrol in our area and the parking situation outside Cumberland Infant School has shown that owners of vehicles are willing to park over drop kerbs and park irresponsibly causing issues for any size of vehicle to manoeuvre.

Thank you for your response. I appreciate your comments with regards to commercial vehicles.

How does the proposal to introduce the permit scheme work? Is there a percentage of residents that have to agree to it before it goes ahead? My concern is that some residents in MH area are against the scheme and have up posters up around Cumberland School, which may doubt residents to opt in for it. If this area does not obtain the permits then it will only cause further disruption to an already over populated parking nightmare and no doubt allow residents from other areas to park their cars in these spaces if it means they do not have to pay for a permit.

I have seen that this scheme works in other parts of Southsea and it would be a shame if this was not be to introduced for MH Area. Can you advise when we will hear if this scheme goes ahead?

81. Resident, Tredegar Road

I have seen that there is yet another consultation period ongoing to discuss residential parking.

How many more of these consultation periods are going to occur before we actually have residential parking here on this side of Tredegar Road???!?

Please stop "consulting" and start doing, and just in case that is a bit too vague for you, yes I am in favour of residential parking.

82. Resident, Tredegar Road

I live in Tredegar road and fully support the proposed MH permit zone.

83. Resident, Tredegar Road

Please take this email as record of my full support for the introduction of the residents' parking zone in the MH Westfield Road Area.

84. Resident, Tredegar Road

We fully approve of this proposal

Would prefer the allocated period to be the same as the other half of Tredegar Road namely 4.30pm - 6.30pm

85. Resident, Tredegar Road

I have received the information for the Residents Parking. However, there is one point that I would like clarification on.

Point H part 8 states that there will be no waiting at any time on both sides of Tredegar Road a 1m length eastwards from Prince Albert Road. However Tredegar Road does not meet with Prince Albert Road. Could you therefore please confirm which roads you are referring to?

We have been waiting for this residents parking to be introduced for some time now and are keen to see it introduced as our parking has been badly compromised since the introduction of the permit parking on the west side of Tredegar. We had been told that it would be introduced between July and September this year and so are disappointed that it has now been delayed so as to be put forward at the same time as the MG zone I would hate for an error such as the above to delay it further.

86. Resident, Westfield Road

I STRONGLY support the need and proposal to introduce a parking Zone in the Westfield Road area. I cannot stress this enough.

More often than not, it is near impossible for me to drive my car after 4pm, and on a weekend I cannot drive it at all because I know that there is absolutely no chance of getting a parking space on my return.



<p>Our neighbour often sits in their car and cries due to not being able to park their car after their shift.</p> <p>Please, please approve this parking zone. Another problem I would like to bring to your attention which wasn't on the survey was the amount of skips allowed on this road. This road is one of the worst in Portsmouth for Parking, often made worse by skips outside homes. Something needs to be done and I strongly believe a parking zone is the way to do it.</p>
<p>87. Resident, Westfield Road</p> <p>I wish to register my full support for the implementation of the above as detailed in the formal proposal document that has just been delivered to me at my residence.</p> <p>Parking in this area has gone from difficult to becoming an absolute nightmare since the introduction of adjacent parking zones.</p> <p>Unless parked by, at the latest, 16:30, there are no spaces left and one has to start a tour of the streets to find a vacant spot.</p> <p>Apart from the inconvenience, this unnecessary release of exhaust emissions adds to an already contaminated environment.</p>
<p>88. Resident, Westfield Road</p> <p>I'm emailing to send my support for the MH parking zone on Westfield road. This will make a great positive impact on the parking problems in this area and I hope the plans go ahead</p>
<p>89. Resident, Westfield Road</p> <p>We would like to make our support for the MH Parking Zone for Westfield Road known. We look forward to a decision being made.</p>
<p>90. Resident, Westfield Road</p> <p>I support the proposed Permit Parking Scheme in Westfield Road, there is not hardly any spaces along the road throughout the day, also some cars don't move for weeks on end.</p>
<p>91. Resident, Westfield Road</p> <p>I fully support the proposed parking zone for my area.</p>
<p>92. Resident, Westfield Road</p> <p>Just thought I'd send a quick note to you to say yay finally! 6-8pm is exactly the time I was hoping for as it should stop the overflow from ME we currently get and mean that hopefully I can do after school activities and actually move my car and perhaps get a space when I get back or even just coming home from work which is nigh on impossible atm. So I am in support and will happily pay my £30 for a permit.</p>
<p>93. Resident, Westfield Road</p> <p>I support the proposed residents' parking zone: MH Westfield Road area.</p> <p>I support the proposal because parking has become impossible on Westfield Road and neighbouring streets over the last few years. I think the proposal will help to stop overspill from neighbouring areas where parking restrictions have already been introduced. Also, I think the proposal will help to deter business vehicles from parking on the street.</p>
<p>94. Resident, Westfield Road</p> <p>We support this proposed parking zone</p>
<p>95. Resident, Westfield Road</p> <p>I am writing in strong support of this, and am extremely relieved to know that it is going ahead as parking has worsened significantly over the past 8 months. I am hoping that this goes ahead as soon as possible.</p> <p>Many thanks for taking this forward, and I look forward to it's commencement and to receiving information on how to obtain my permit.</p>
<p>96. Resident, Westfield Road</p> <p>I support the decision to implement residents parking.</p>



<p>From 5pm onwards it is a struggle to find parking on our road, and often i am left with having to park away from my house.</p>
<p>97. Resident, Westfield Road We are supporting MH parking zone and hoping it will change our daily life for the best. I finish my work and getting home between 6.30-7.30pm. It is mission impossible to find an available parking at this time. Sometimes I have to drive for 30 minutes around area before I find a suitable parking. Big industrial vans - another issue! Some of them are long wheelbase vans taking double space and parked on the curb. When Pompey playing at home parking is impossible. Please bring MH Parking zone!</p>
<p>98. Resident, Westfield Road We support the parking proposals for an MH zone. Since ME zone has been implemented we can't park anywhere near home after 5pm.</p>
<p>99. Resident, Westfield Road I support these proposals of the introduction of parking permits on Westfield Road (MH). I personally would prefer the hours of the permit to be from 4-8pm.</p>
<p>100. Resident, Westfield Road I am emailing in support of the parking zone within Westfield Road MH zone to be implemented. This would hugely help those of us who actually live in this area being able to park down our own street instead of having dumped large vans taking up space which have become far too common since the other side of Winter Road was made into permit zones. We strongly support the decision to implement parking permits and hope this is the outcome and a decision is made soon.</p>
<p>101. Resident, Westfield Road We want to express our wish for the parking zone for Westfield Road Eastney to go ahead.</p>
<p>102. Resident, Westfield Road To confirm that we are in favour of a RPZ for Westfield Road, MH Zone</p>
<p>103. Resident, Westfield Road I am responding to advise that I am in favour of the proposed parking zone for Westfield Road.</p>
<p>104. Resident, Westfield Road I would like to support the planning to introduce a parking zone on Westfield road</p>
<p>105. Resident, Westfield Road Further to a flyer posted through our door last week, we would like to register our support for the Residents' Parking Zone proposed for our postcode. The amount of commercial vehicles parking on this road has been steadily increasing over the past 10 months. These vehicles often take 2-3 cars worth of space on the road, not to mention narrowing the street considerably. This is particularly frustrating when they are left for days on end. We therefore thoroughly support the proposed Parking Zone in this area.</p>
<p>106. Resident, Westfield Road I live at Westfield road and I support the proposed parking zone</p>
<p>107. Resident, Westfield Road We do support a parking zone in Westfield Road.</p>
<p>108. Resident, Westfield Road I do feel it's become necessary to have this parking zone brought it due to other areas near by having them. As I'm sure you're aware other streets in the area having parking zones has then pushed the issue further up and made it worse than ever for us parking come an evening and weekend, as you said often vans and work vehicles. So we feel there is no choice other than to say we would like the parking zone 6pm-8pm. I would also love to understand the pricing. Why is it so much more expensive for a second car ?</p>



I'm assuming to discourage people having more than one vehicle however this isn't always possible for work reasons, so it's just another huge cost in these incredibly difficult times, please can you explain why such a price difference?

109. Resident, Westfield Road

I am writing regarding the proposed residents parking zone: MH.

As a resident of Westfield Road I would like to express my approval, in principle, for the proposals.

However, it is my view that in the same way the eastern and western sides of Winter Road fall into different zones, so should Eastney Road be divided. As there is no parking on Eastney Road, it would leave too many vehicles with access to the proposed MH zone. The houses on the eastern side of Eastney Road should thus fall into a new Henderson Rd/ Minstead Rd catchment zone.

110. Resident, Westfield Road

I was pleased to receive notification that you are consulting to bring in the MH (Westfield Road area) parking zone.

I am in general support of the parking zone.

I do some have minor concerns, namely whether the proposed times for the zone would stop weekend match day parking, feel as though a longer overlap with the neighbouring zone would be beneficial as parking wardens are rarely seen and obviously I would favour 24 hr parking restrictions.

111. Resident, Westfield Road

As a resident of Westfield Road could you please let me know the outcome of the Formal consultation for the MH permitted parking zone.

I fully support any scheme to assist resident parking in my area, although don't agree with the 'domino effect' created by the slow roll-out of the zones across the city. Since the ME zone was implemented parking on Westfield Road has got significantly worse.

On a separate note I believe that something more needs to be done to promote the use of electric cars in the city. I recently looked at trading in my petrol car for an electric car, but would not want to park it away from my house. I would also not want to risk running out of charge because I couldn't find anywhere to charge/park it. Surely fully electric car owners should be rewarded by having a space marked outside their house. A marked bay would give the home owner the option of installing their own charging point from their house.

Support for proposed MH zone (from outside zone)

112. Resident, Winter Road (west side)

I wish to register my support to be included in the ME Zone.

Support for proposed MH zone (no address given)

113. Resident

I think that the new parking zone proposal for the mh westfield road area will definitely help the residents of these areas as the parking in these areas has got worse we ourselves are frightened to go out in the car for fear of not being able to park on return and probably a lengthy walk after finding somewhere to park.

114. Resident

I would like to express my support for the proposed MH parking zone.

This is on the basis that almost surrounding areas now have parking zones meaning that they now park in my road so we basically now have no choice. Driving round for 20 minutes at 8pm after a long shift is no fun.



115. Resident

With regard to parking restrictions MH zone. Please bring in these restrictions as soon as possible. I work shifts and can never park after 9pm!! I think visitors permits should be more expensive, in line with parking meter charges.

116. Resident

The permit parking coming in is vital!!!

There has been numerous occasions now when me and another neighbours have had arguments about the parking because it's so stressful for everybody.

The people that buy and sell cars and have at least 10 cars in our road at all times whilst working on them to sell them.

the other issue we have is the builders wake construction at the end of the road have at least 5 large cars, vans pickup trucks. They also have two driveway spaces which are blocked off so nobody can park there.

lots of company vans and second cars get parked on our roads and there's no spaces after 5pm whilst on the parking permit areas the other side of winter road there's always 10 spaces free on each road.

The time of 6 to 8 p.m. means that when the football is back on our lives will be hell again, arranging are Saturdays around the football parking as people will still be able to park here if the kick off is at 3.45pm

Regarding the electric charging space the one we currently have is empty 50% of the time so don't think we really need another ATM.

117. Resident

I am emailing to state that I SUPPORT the above referenced proposed parking zone.

118. Resident

I am emailing to state that I SUPPORT the above referenced proposed parking zone.

119. Resident

I just wanted to email to show my support for this scheme.

If you are not home by 6.30 in an evening, parking is a nightmare. Sometimes you drive around for 20-25 minutes only to then have to park 15 minutes walk away.

I got back to Southsea at 1.30 in the morning and then had to walk 15 mites back to my front door laden with bags - nightmare.

The other irritants is how people park large vans outside the house which block light from entering my front room and these is even more annoying when they're left for the entire weekend.

What would be great is painting parking spaces because some people park so badly. I believe if people did not leave huge gaps between them and the other cars, you could fit a lot more down the road.

120. Resident

I support the MH Residents Parking Zone in the Westfield Road area.

The current plan of 18:00-20:00 is OK but I would prefer an overnight restriction, 18:00-06:00, which would allow residents to move their cars and still be able to park after 20:00, while not restricting the school drop off or work vans during the day.



121. Resident

I accept the proposals. We have no option but to accept, due to the problems we now have parking as a result of the council's ill thought out rolling zone scheme.

How do the council ensure that the responses from people living in the MH zone will be the main basis for the decision? I have a concern that residents who have already had a zone implemented may object, as they will be losing free parking for their additional cars and vans.

I am assuming very few residents in the zone will object to the proposals (based on previous survey) - that being the case, when is the earliest date that the MH zone will be implemented?

122. Resident

I support the introduction of the MH parking zone Westfield Road area

123. Resident

I support permits due to parking problems and mainly work vans.

124. Resident

As residents we strongly support the proposed RPZ: MH Westfield Road area. I would urge you to implement this zone so that commercial vehicles are deterred from parking overnight or long term in this area, and to manage the overspill from adjacent zones, ensuring that residents can park nearby.

I have a query about the proposed zone. Our household currently car share with another family, who live in a different zone. We are trying to reduce car usage and ownership by sharing a car as neither family needs a car full time. The car is split between two households, although registered to one (the other family). Would we be entitled to a parking permit for this car? It would be the only vehicle at our address.

125. Resident

In response to the proposed MH residents parking zone I would vote yes to this due to the impact of the nearby zone west of Winter Road.

I also think the 6-8pm times will be good for this area for when we come home from work or late in the evening.

126. Resident

I am writing this email to say I 100% approve of this proposed scheme.

Parking in our area has becoming increasingly difficult since the introduction of parking schemes on the roads the other side of winter road.

The opportunity to open up more spaces at busy times would improve living in the area massively. A lack of parking has started to dictate our daily routine where we are having to ensure we can get back to get a space at all now.

Thank you so much for considering our area for a scheme and we look forward to hearing a positive outcome.

127. Resident

I would like to share that I agree with the proposed parking zone MH in Portsmouth. Also believe that if bay markings could be considered to be put on the roads, this would create more spaces as people wouldn't be able to park carelessly in the zone. (As cars currently take up multi spaces, so have a number of gaps in the roads but not quite big enough for cars to park)

Also to include motorbike areas to prevent them from also taking up multi spaces.

128. Resident

With reference to the proposed introduction of a residents' parking zone in the MH Westfield Road area, I am writing to express support for this proposal from my wife and I.



I do not have a great deal of input or insight to offer, other than to say we are willing to try anything that may offer the opportunity to occasionally park near to our home. We have experience of parking zones in other parts of the city and found they helped immensely in this regard.

129. Resident

I support the proposed parking Zone .

BUT ---- make sure that Parking Enforcement officers apply the regulations and give Parking Fine Tickets where appropriate .

ALSO (and most importantly for clarification in the future) =====

what is the "status " of the area behind the houses at 90A to 90 F Winter Rd as regards the proposed Parking Zone Regulations ?

Objection to proposed MH zone (from within zone)

130. Resident, Devonshire Avenue

I wish to object to the proposed parking zone, I would prefer there not to be one.

131. Resident, Devonshire Avenue

Hi regarding above I have a few questions as a resident of the south side of Devonshire Avenue:

Are you only bringing in this zone and not the one that would include Devonshire Avenue?

Devonshire Avenue south was included in zone MH in the first round of consultation with residents. If so I anticipate will not be able to park at all as I mostly park now in the new proposed zone and my area will be a free for all.

I also park on occasion outside a neighbours garage that is in Prince Albert but belonging to the house in Devonshire Ave - presume this will no longer be allowed - how does this work when their garage is not in their parking zone?

Basically without bringing in the other zone including Devonshire Avenue at the same time this will be a nightmare for me.

Hi, as a resident of Devonshire Avenue I am concerned that it appears everyone who has a permit for either zone (MI and MH) will be allowed to park in Devonshire Avenue, but Devonshire Avenue residents can only park in one zone - south side zone MH and north side zone MI. Is this correct?

If so could a change be considered:

Devonshire Avenue residents be entitled to purchase a parking permit at £30 for each of the two zones, or

Devonshire Ave be available for residents only, who would purchase say a MI zone pass with an addition to it e.g MIA instead of straight MI.

If not then it feels that, as residents of Devonshire Avenue, we are being treated less fairly than the other residents in the surrounding streets.

132. Resident, Devonshire Avenue

I am against the proposed parking scheme (in MH Zone) and indicated as such in the survey carried out earlier this year. However, by looking at the results of the survey it looks very likely that this scheme will be implemented - although I do note that the Devonshire Av results were not a 'landslide' towards permits as maybe other roads were.

The main reason why Yes/No votes in Devonshire Av were closer could be (and is my overriding concern) is that for most roads in the MH zone residents will be able to park on both sides of the road that they live in. In Devonshire Av this will not be the case. The North side I'm guessing will be in another zone meaning that we will only have permits for one side of our road, effectively reducing 24hr parking options for Devonshire Av residents by 50%. I think this is totally unacceptable and goes against the whole principle of making parking more accessible to residents. At present residents park either side of the road depending on where space is available and seems



to work reasonably well. If we have separate permits for each side of the road this will not be able to happen and is likely to cause all sorts of problems between neighbours.

Please could someone explain to me the logic of having a zone dividing line going down the middle of a road and what benefits it brings to residents on either side. As I mentioned above, all I can see is a 50% reduction in my parking options. If both sides of the Avenue were within the same zone, then I feel sure more residents would be in acceptance of the scheme.

133. Resident, Devonshire Avenue

I strongly object to this parking zone ,I feel people are in support because of the rolling programme and displaced cars from other zones .

the council are not stopping large vans parking in residential streets by this i mean long wheel base dpd delivery vans , three parked in Prince Albert Rd and in theory they can still park there with a visitor permit .

Currently i have adult children living at home what are they supposed to do when only two permits allowed per household . I will just have to put visitors permits on one of them every day.

We currently have two disabled parking bays in Devonshire Ave they are empty apart from visitors to the property where they just pop the blue card in the windscreen and i have recently seen we are getting another two.

I have not seen any information on boards on Devonshire Ave regarding any information about the split in the road and only being able to park on one side of the road as its been divided into two zones.

And as the cabinet member for Traffic & Transportation so eloquently put in her reply to me ,

I would love to have a bigger fridge freezer but I don't have enough room in my kitchen to be able to do that. Do I expect the council to find me more space? No! So I have 2 choices. - keep my existing fridge freezer or move to a house with a bigger kitchen. Those are realistically the only options open to Portsmouth residents if they don't have off road parking.

By all means read out your email at tomorrow's decision meeting. I'm more than happy for you to do that and Inlook forward to seeing you tomorrow.

So by her own admission i don't expect the council to find parking places

134. Resident, Devonshire Avenue

Firstly, we strongly object to your suggestion to have a permit on our road. There are a few major reasons for this.

Firstly, we do not agree to paying the amount of administration fees, and, as we are a household with more than one car it is an expense in a present climate that is unjust.

The second point is- we can not see how we not only won't be able to park outside our house but also we won't be able to park the other side of our road because your proposal says the Devonshire Avenue road is going to be split into two different zones.

Also, the residents of our household work shift hours which, surely, will make it impossible to park anywhere after your proposed permit hours.

135. Resident, Devonshire Avenue

I received a letter about the proposed parking zone MH. I am a resident on Devonshire Ave. I think its wise to include both sides of the road not just the south side. I think it will cause confusion with just the south side being a permit. I am in favour of a parking zone but the planned 6pm to 8pm is really the wrong choice. The west half of Devonshire Ave is 4.30pm to 6.30pm. This i believe is a much better time for the zone to be running on.



Id also like to add that I presume the plan is to permit the north side of Devonshire Ave in the future. This will largely reduce all residents on Devonshire Ave being able to park down their own rd, and isnt this the point of the permits to increase the chance to park down our own rd? I came home yesterday at 5pm and there were no spaces. Again the time of 6-8pm is too late.

136. Resident, Eastfield Road

I object to the idea of a parking zone in my area, after receiving a letter through my door today. I think the whole system is disgusting and wrong.

137. Resident, Eastfield Road

In response to information given regarding the above and your request for residents views, please accept this email as notification to you of my very strong OBJECTION to these plans. I hope, as your letter states, my opinion will be taken into account when the proposal of parking restrictions are made at the meeting chaired by the Cabinet Member for Traffic & Transportation later this year.

138. Resident, Eastfield Road

With regards to the above proposed RPZ, I would to voice my disappointment at the proposed charges. Whilst in principle it seems a good idea the charges are, in effect, a stealth tax. My wife and I both work and require both of our cars for work and to charge £120 for a second car is, quite frankly, scandalous. If you were able to guarantee that we could both park in our own road, then it might be acceptable but you can't. This means that when we get home from work after 8pm we aren't guaranteed a parking place. If you are going to do this you should allocate parking places by road at the very least and charging the extortionate £120 for a second car then you should do this by road not zone.

I cannot express how annoyed I am that you will railroad through this proposal without any sort of consultation as to individual circumstances. We already pay a road tax and now we are expected to pay another £150 per year to park effectively "somewhere close" to our house.

Both my wife and myself are key workers, yet you have not expressed any sort of concession for people who have worked all through the current pandemic in this difficult time.

I await your reply with interest.

139. Resident, Eastney Road

Outrageous proposal nobody wants it and nobody asked for it, I live in the area and I certainly will not pay for something I did not ask for it's a complete disgrace that they would even come up with such emotion, I will take legal action if it is put in place, And I will never vote for the current City council ever again!!!!!!

140. Resident, Eastney Road

. I am writing to say that I object to the proposed parking zone in general, to ask a question and to raise a specific objection / request.

1. I object because I do not think it will alleviate the parking situation in the MH area as it is overwhelmingly a residents only parking area. It is not like zones where non-residents park for shops, theatres, restaurants, pubs, seafront walks, etc, it is an area where there is only a need for residents to park. The exception to this is, unfortunately, being caused by the introduction of other RPZ nearby resulting in an overflow of vehicles from those areas into this one and others that have not yet happened. For this reason I expect that many people will support the introduction of the MH RPZ, i.e. to protect it from further overflow from other areas, and I completely understand that.

2. My question is that Section C 'MH PERMIT ELIGIBILITY' states that even-numbered properties on the south side of Devonshire Avenue between Winter Road and Eastney Road are included. This adds a considerable number of extra properties into the MH zone, but Section B does not list the south side of Devonshire Avenue as being a 'Part road' restricted to MH permit holders. Which RPZ is the south side of Devonshire Avenue included in and can MH Permit holders park on it at all times?

3. My specific objection / request is as follows:



I do not think Eastney Road should be included solely in the MH zone. I live on the east side of Eastney Road, both sides of which are included in the MH zone as far north as Devonshire but, as you will be aware, there is no parking on Eastney Road. This adds a large number of properties, and therefore vehicles, into the MH zone whilst adding no parking spaces. I have lived on Eastney Road for many years and parking has become more and more difficult with much time wasted, and pollution caused, driving up and down Languard, Reginald, Westfield, etc, Roads trying to find a parking space. Due to this, for years I have frequently parked in Bransbury Road or Minstead Road instead, which will be in the MJ zone, as there are a lot more spaces available both in the day time, the evening and at weekends. I have been taking particular notice of where I park in the last few months and I would say that 4 days out of 7 I park in Minstead Road or Bransbury Road itself rather than MH zone roads. In the last 3 days there were no parking spaces in Landguard, Reginald or Westfield Roads after 1715 on Friday; when I tried to park Saturday at 1330 there was nothing and again on Sunday at 1600 nothing. Each time I had to park in Minstead Road.

I have counted the number of parking spaces available in each of the nearest 3 roads to me in the MH zone (up to Prince Albert Road going west) and the number of houses. I tried to count spaces fairly and, if several cars had left gaps in between, I added another on, as follows:

Road	Number of Houses	Number of parking spaces	Inc Disabled Bays	Inc Garages	Converted Forecourts	Inc Planned Bays	Electric
Landguard	104	96	0	3 (can park in front at present)		0	0
Reginald	107	90	2	3 (cannot park in front)	5	2	
Westfield	106	98	2	2 (cannot park in front)		0	0
Total	317	284	4	8	5	2	

So even based on 1 vehicle per house there are not enough parking spaces just for the properties in the actual roads. I then counted the number of houses on Eastney Road from Westfield to half way between Reginald and Methuen. On the west side there were 23 and on the east 30, so that is another 53 houses to add to this bringing the total to 370 but only 284 car parking spaces.

I do not think the MH zone is a feasible zone for inclusion of Eastney Road property vehicles (nor Devonshire Avenue if parking in Devonshire Avenue is not covered by MH permit). This might be different if the MH zone of Eastney Road had roads to the east and west like the MJ zone but it does not. Also unlike roads such as Devonshire Avenue there is no off road parking, e.g. garages behind houses, that does not reduce the on road parking space. Again and again my only option is to park in the MJ zone. This is because a lot of houses in Minstead Road, and the MJ zone in general, have original off-road parking, e.g. mulita-car drives and garages that are a car width wide rather than the many converted forecourts in roads such as Reginald that are a car length plus wide, so there is a lot more on road parking available. I think it is essential to even out demand and capacity by enabling some of the overburdened zones, such as MH, to use relatively under burdened zones such as MJ.

I understand that there is such a thing as a fuzzy boundary which relates to the boundary between 2 parking zones where, for instance, the boundary line goes down the middle of that road but residents on the whole road can park on either side. However, for the MH and MJ zones the boundary actually goes through the back gardens of properties here. Could the principle of a shared boundary apply to these types of zones too, especially as Eastney Road has zero parking either side so a fairly impossible feat to fit vehicles relating to its houses in the zone to just one side of it. There are just not enough parking spaces in the MH zone to accommodate Eastney Road, therefore, could Eastney Road (certainly the east side) be included in the MJ zone either as well as the MH zone or instead of it?

Is it possible to receive updates about RPZ proposals for Southsea?

141. Resident, Hatfield Road

i would like to strongly object to any form of resident parking in our area as posted in our road. It's not the right time to start charging people for something that doesn't work.

I have a work van. My business can ill afford any extra bills as our income has dropped by a vast amount.



It would also affect my wife as she owns a car and has to pay for parking at her work and to catch a bus is a no no as she doesn't want to risk catching covid on a bus/or bus stop and bringing it into work.

You are also asking us to pay for something that you can't promise, (a parking area) When you go to a shop you don't expect to pay for something and at the point of getting what you pay for you are told there isn't any.

I consider that theft.

It's immoral that during the pandemic you expect people to find extra money.

If the council wants extra money they should fine people for not sticking to the rules and not pick on sitting targets ie residents trying to earn a living.

I OBJECT STRONGLY TO ANY FORM OF RESIDENT PARKING.

This all sounds like a plan but the only reasons for all this is councillors listening to the odd few moaners. (Electioneering)

1. An effort to stop the rot caused by the road planners for the past 60 years in and around Portsmouth that have passed on the things (we do here) on to each other (Group working) or copying other cities tries at things. It's called sheep working. The buzz words nowadays is the dreaded cars use public transport. It won't happen. People want the freedom of going out where and when they want. The whole of Portsmouth has been ruined by the council's way of traffic lights, one way systems, blocking roads off, putting trees on areas needed for people's cars and double yellow lines then have the cheek to charge extortionate parking fees in town and then around the city. Most people need their cars because they want cheaper items to live and the local shops have been closing because of the high rates the council have been put on them then less people shop then the shop closes and therefore the people need cars to get their goods. A prime example is the post office moving their pick up point to Burrfields area. What no bus service and no parking there, what a good idea.

Why on the roundabouts do we need traffic lights (Reason some idiot has decided to block the vision of motorists with trees etc (A running bill in maintenance) With this on a normal roundabout causes accidents so the knock on effect is lights (Another running bill and congestion caused. The blocking of roads off and one way streets causing millions of gallons of extra fuel used because of the extra mileage people have to drive causes more pollution. Getting in and out of side streets used to take a minute but because of the stupid road structures can take half an hour. There are some side roads blocked that used to take one minute from one area to another now can take over half an hour. This is all adding up to bad planning and blaming it on a growing population that need cars and vans. Now people are shopping on line as it's easier which means more vans in the streets and people rushing to get their loads distributed. More pollution. Can you see the knock on effect of all of it. Solution not to get rid of cars but either cut the population down which isn't easy or accept the fact that even when everyone is electric you will still have a problem with parking. Create more spaces. Take away double yellow lines, blocked roads, and one way systems, cut down the trees, bushes on islands and tarmac the islands to give drivers more vision and take the lights out saving a fortune. All and I say all roads 20mph in the city. No humps just speed cameras where people tend to speed. As a norm they go from one hump 30 to 40 then down to around 20 on the hump and then speed up. I'm sure there would be a firm that could be employed or asked to bid for the right to set up speed cameras and maintain them. Look around the city and you can find millions of problems that have been caused by the city engineers I expect most of them don't drive (Students recently) or are just doing what they are told so they don't lose their jobs and not one of them dare say anything that is not in the script. This residents parking reminds me of the old window tax imposed by the government many many years ago. Get rid of the old way of thinking and start a fresh.. Is it that the council leaders are afraid to try something different. The future looks very grim if you don't act now and remove all the wrongs that have caused a knock on effect..

142. Resident, Hatfield Road

We strongly object to this new parking zone it is completely unnecessary we already pay enough council tax and road tax and we have no trouble at all parking in our road, this new zone will cost us £450 a year which we can't afford. If this new zone happens we will have no option other than to



sell our property and move which will be a nightmare as we both work locally and we will have to move out of town and it will cause more pollution driving into town every day.

143. Resident, Hellyer Road

Regarding the proposed residents' parking zone MH Westfield Rd area (TRO 42/2020), I confirm that I wish to object to this proposal.

I feel rather than introducing these parking zones, the council should be making the whole of Portsea Island a clean air zone and including all vehicles such as private cars (but not emergency vehicles for example) as chargeable for entering the zone. At the same time, safer cycling routes and improved public transport should be implemented.

144. Resident, Highland Road

I am writing to reject the proposal put forward for the parking zone where I live.

Firstly the most convenient place for me to park would be Owen Street which is directly across the road from my house, yet I'm not sure why this hasn't been included on the areas of where I can park.

If you look at my address on Google Maps you'll see that it is on the main road, hence I don't have any direct parking outside my property. However, up until now I have always parked on Owen Street as it is the most convenient place for me to park, and I have never had an issue parking there previously. My thinking is that if there currently is no problem with me getting a space on Owen Street without parking restrictions in place, there certainly won't be a problem when the restrictions come into place.

I will be severely impacted if you were to go ahead with the current proposals as it would mean, not only a further walk, but also my car being much further away from my property than I would feel comfortable with.

145. Resident, Highland Road

I would like to register my objection to the above proposed MH Parking zone.

I currently park in Owen street which as I live on the North side of Highland Road will no longer be able to park in my usual parking spot just because the council have drawn a line & that will now be MG area. I will be made to pay £30 per annum for a non guaranteed parking space (as it is already for free) much further away from my flat. This just moves free parking further out of East Southsea to the next area that doesn't have these restrictions & seems to be another money making scheme for the council as we are already paying Council tax. Residents do not gain anything from this scheme & still won't be able to park outside their house/flat but pay for the privilege

146. Resident, Highland Road

The terraced streets south of Highland road gain absolutely nothing from a parking zone ,as the area was never designed for the amount of residents cars.we all accept parking is tight and have all played search the space especially in the evening,but now the council wishes to charge us for the privilege.This makes absolutely no sense and only benefits the residents just off the seafront during the summer season

147. Resident, Highland Road

I have read through the letter sent, outlining the proposed parking restrictions for residents in zone MH.

While I do support the parking permits, my permit would be for an incredibly inconvenient location. We are a south facing property, and looking at your zone boundary, we are on the border of zone MH.

While I appreciate this will be the case for some people in every zone, this is particularly inconvenient for us, as not of the roads in our boundary are convenient to park in.



I have lived here for years, and in fact never have any of the roads in zone MH been the most convenient. The closest roads are Ward Road, Owen Street, Wainscott Road, highland Street, and Kimberly Road - none of which i will be able to park down!

I have attached a small screenshot of my property location, and you can clearly see the issue. While I appreciate in the grand scheme of things, a slight walk is not the biggest issue, it is one readily resolved.

So, my main question, is am I able to procure a permit for the zone south of me? Including the streets named above? If you visit the property I'm sure it will become very clear why these are the most suitable locations.

There are also no convenient walkthroughs to the MH zone roads, all would be far more frustrating for us on the boundary of the south facing properties.

148. Resident, Highland Road

I have been told my parking zone will be MH as you can see from the pictures this is the wrong zone from where my house is and I would have to walk and park no where near my house.

I have marked in map my house, I always have parked in Owen/ highland street as it's across the road from my house. Hope that makes sence.

If I'm left to this zone I will have nowhere for park as I leave me Prince Albert road which is already round the corner and had 5 space in that block. I really think my house needs to be look into.

I understand your Method for this, but in my case this is not the right one. I park in Owen Street side always have in the years living there. Haliar road is a 5 min walk. And like I mentioned in before email top of Prince Albert Road had saved parking for doctors and only 5 space near the next block. Moving toward Behind Prince Albert park which again 5 min walk.

I think someone need to come out and have a look. If this zone thing goes forward as it stands I won't be buying the house as it will be impossible. I'm begging you to look into this more

I'm asking for my house to be looked into like the rest of highland road for mg zone.

Reason- not safe walking pass park or dark roads walking miles going round one way roads. It's not my nearest parking have parked in mg zone for 13 years- parking should have be thought about when new houses/flats where built.

Mg zone is across the road and my nearest parking

Not enough parking down Prince Albert road due to doctors and Assisted care home and it's far down the road and other parking is miles away. I have no back entrance to house. My insurance and house value would be Affected. My safety would be a risk.

149. Resident, Highland Road

I was surprised that in your letter you state that you have received "positive feedback from the informal survey" in my area. When speaking to neighbour's, friend's and local people, we all are in agreement that this is in fact a bad idea and does not benefit us as the residents or businesses. There seems to be no positive outcome for the pubic and residents. To be honest it seems like another way for the council to make money. In the letter it says the reason we have to pay for permits is to "cover the cost to the council for providing a service". The solution seems simple, don't provide the service, it is not needed and therefore a cost will not be required.

In your letter you say it is because of the proximity to the seafront, I truly believe parking is not affected this far back by visitors to the seafront. Then beach is there for everyone to enjoy and visitors should not be penalised for it. From what I understand the only people with issues is those living closer to the beach in their big houses. Houses that all seem to have their own drives big



enough for at least 2 cars so street parking shouldn't be an issue. By bringing in these restrictions it is hurting the small businesses and lower income earners. Your proposed timings of 12-1pm are especially damaging to businesses who rely on lunchtime customers.

Moreover, many of the properties in the proposed area are houses converted into separate flats, each with multiple occupancy. How is it fair to, only giving two permits per postal address especially with the second permit being a huge jump up in cost! As it stands, I find we do not have an issue with parking people know it is busy and just deal with it, we live in a city it is accepted. Like you have said in your letter this does not guarantee a parking space. In fact, the only times parking is a struggle is in times outside of your restricted hours, a time when people don't visit the beach. Lastly many local residents in this area are currently serving in the Armed forces and are constantly deploying for long periods of time, therefore do not needed a permit all year round. Yet would they still be expected to purchase a permit?

Will there be a public meeting held? I hope that you are able to speak to other residents too.

150. Resident, Landguard Road

We DO NOT AGREE to this outrageous money making portsmouth city council parking scheme, we are all ready paying council tax as well as road fund license.

I wish to object to the proposal of the residents parking zone MH Westfield Road Area, we have been long term residents of Landguard Road.

I run my business from home my wife works so we both have vehicle's that we use every day and we do not see this proposal helping us in any way shape or form, we have been going about our day to day life with out parking zones so we do not see why after all this time it helping us other than it costing us money which at this current economic time would be a financial burden to us both.

151. Resident, Landguard Road

As I see it the parking problem is simple, there are more cars than spaces.

As Portsmouth council is not going to create more spaces the problem remains or gets moved on to the next area. So I strongly object to any parking permits which are nothing less than a money making SCAM!

If parking permits are introduced I will be DEMANDING you remove the trees in Landguard rd which are taking up valuable parking spaces.

152. Resident, Landguard Road

I agree with the idea of a residents parking zone but the times for the residents only parking is absurd. When most people will be getting home from work there will be no restriction on anyone parking there.

This will not reduce the frustration of not being able to park on your own street as vehicles from other areas will park there until there area is un-restricted. Please change the permit holder time to one that covers people returning from work, ie 4.30 to 6.30 or 5 to 7.

Having lived for a time in the adjacent zone and being able to get home and have a better chance of getting a parking space on the road I do think that the time that you are proposing will not benefit the residents at all as any visitors will still be able to be parked up at the time when residents will be getting home, maybe a 5 to 7 would be better.

153. Resident, Landguard Road

I am writing to oppose the proposed residents' parking zone for two reasons:

1) I have not been offered any evidence to suggest that a parking zone will improve parking in the area.

2) Cost. I live in a two-car household. I live with a housemate and there are no options to go down to one car. To pay £150 a month for two cars to continue to not have guaranteed parking is utterly ridiculous.



Please do not impose a parking zone.

Apologies for the mistype, I appreciate it is for a year and not for a month, as I incorrectly stated. My objections remain, with this correction.

154. Resident, Landguard Road

We do not want Residents Parking Zone at Landguard Road

155. Resident, Landguard Road

I wish to register my objection to the proposal on the basis that I do not believe it would solve the intended problem nor am I or any other resident guaranteed a parking spot and view it as a stealth tax on us residents/ another revenue stream for the council at our expense, particularly the current economic situation and dwindling disposable income.

The parking issues stem from changing demography and the habits/requirements of these changing demography but the land/terrain has not fundamentally changed with times to accommodate the changes.

The recently imposed parking restrictions in the surrounding area (ME) is causing people to park in our area and also the Covid-19 restrictions to movement and home working is causing issues; where before people worked away from home and came and went at different times helped with the issue.

There is also the issue of people who do not have their permanent homes in this area but live & work here temporary basis on for some considerable periods of time and their cars are not registered to addresses in this area, students are also included in this group too.

I also spoken to some residents, all of whom are opposed to your proposed resident parking zone and some state that they feel the council would ignore their views and wish to not have parking restriction in the proposed area and that it would not guarantee them a parking spot with added financial burden for the parking permit(s).

So, for these reasons mentioned above, I register my objections to your proposal.

156. Resident, Landguard Road

Regarding the proposed parking permit scheme of the MH zone.I wish to largely object due to the unfair ruling against company vans which will penalise me and my partner for working!

I work full time for a company which provides me with a van whereby i start from home and finish back at home. I was all for the parking scheme and willing to pay the annual fee until I discovered the poorly thought out ruling for vans.

Your ruling allows for a company car or a van that is registered to an owner as well as a further vehicle. However my company van that i use for work is not registered in my name. According to your Rules this means it is only permitted if it is the sole vehicle at my address. As such my partner who also works full time and cannot park his car outside our home!!

This is an extremely poorly thought out ruling which will penalise us both for working!! I have lived my whole life in portsmouth and i have been a hard working proud citizen. I am honestly disgusted that i am being singled out like this.

Is one of us expected to lose our job because we cannot park our vehicles outside our home?its utterly ludicrous!.we both require vehicles to work and my van is an essential part of my job.

I would like an explanation on how this can be resolved, because i am very disappointed and honestly feel discriminated against.



If i am to purchase daily parking permit tickets which amount to a considerable charge annually of £419.75!! then why does it state on the portsmouth council website they are for visitors only and not residents? (Please see attached screenshot)

If i am being forced to buy daily tickets due to extremely poor consideration of hard working residents who i might add pay council tax already!! i DO NOT want to be further penalised with a parking fine. Please can you clarify this for me?

I would like to finish by saying that my van is a small commercial vehicle and in fact smaller than many of the large cars in my road. I understand the need to reduce commercial vehicles yet i find it ludicrous that a van up to 3.5 ton can be parked with another household vehicle if owned by the resident (taking up a much larger spacing than my combined vehicle size). As i stated before my household has just 2 vehicles my van and a car. I think you will find the majority of households which have working families have the necessity for more than 1 vehicle.

I know of a household in a neighbouring Parking zone which was allowed 5 vehicle permits!? So i hardly think the ruling of 1 vehicle per household frontage is accurate and that it is poorly thought out scheme, which basically is a stealth tax for the council to profit from hard working individuals!!

I have one further question i would like answered please.

As i will have to buy daily visitor parking permits to allow me to park is there a limit on how many i can purchase from the designated purchase points such as the central library and civic offices? If so would it be easier to use the Ringo service daily?

157. Resident, Landguard Road

We don't agree with the proposal of parking permits in the MH Westfield rd area. This is due to previous experience with permits as you are still not guaranteed a space and it has actually made parking worse in some places. We also view this as a clear money grab by portsmouth city council as it will not change our current situation of parking in the city and our area which means we will be paying extra for nothing. Also in the current situation it seems very unfair to ask people for extra money when we already pay road tax, council tax, income tax etc. I have heard many arguments against the permits but none which actually support a reason to have the proposed zone in place as all it does is move the problem.

158. Resident, Landguard Road

As a new resident of Landguard Road, I find parking, incredibly difficult from approximately 4.30pm so I reject the plans for a permit between 6-8pm. I strongly believe that the permit should be enforced from 4.30-6.30pm like adjacent parking zones. Surely those that cannot park in the ME zone in particular, will filter to the MH Zone during those hours??

I would also suggest increasing the time until at least 7.30pm to deter football parking/traffic from using the area.

159. Resident, Methuen Road

I understood from the local Lib Dems that I ought to have received a letter or a leaflet from the Council about this. I havent received either but am told I should write anyway.

I am totally against a parking zone in this road and certainly against having to pay for any visitor I may have as I am not a part of any problem. I do not have a car so do not see why I should be penalised when my relative comes over to do any heavy jobs or change light bulbs etc for me. These are jobs I can no longer manage for health reasons.

As you all have been told many times the problem is with works vans that are brought home every night. This seems to be the same in most roads. Why is this continually ignored?

I would also like to comment on the fact that this road was said to have a majority wanting a zone, yet most people I and a neighbour have spoken to, say they do not want one.

I was told by the leader of the council that a majority is decided from returned survey forms only. This is also in a leaflet put through my door last week. Sorry, but that is NOT a majority. A majority



can only be called that when over 50% of all the voting age people in a road have given their opinion which has not happened here. How many other roads have been treated like this? There are many reasons why people do not return forms as I am sure you are aware but this does not mean you can change the rules to suit the outcome you want to see. Roads should be surveyed properly before any further action is taken.

160. Resident, Methuen Road

I am not happy about having to pay so much to park in our road.

You have stated £30 covers the cost for the council to provide the service. £120 Seems an excessive amount to pay for a 2nd vehicle. Why is the 2nd permit costing 4 times the amount of the first permit? I would say that £30 for a 2nd vehicle would be more reasonable and acceptable.

You have not explained in detail how you are going to enforce the parking. Will every vehicle be checked in each road in a controlled zone on a daily basis?

If we come home from work and aware that someone is taking a space in the road who should not be, what can be done?

We have the extra demand of parking in our road by people who live in Eastney road so it is going to be extra challenging.

We could spend a lot of time searching for a parking space in the zone area.

If this scheme does not prove to work, will you revert to the current general parking?

I am not in support of the proposed parking zone scheme.

161. Resident, Peadar Close

I'm fuming to find out that residential permits are being potentially forced upon residents and very VERY strongly object to the plans.

I fail to see why residents are going to be forced to pay to park outside our own homes (currently no parking issues at all 99% of the time) it's purely a money making scheme for PCC and I think it's disgusting when I and others already pay c. Tax and road tax etc to park.

Not only that but the fees proposed are sky high. Even with one car. 30.00.may not seem alot but this for some like myself will be unaffordable. For me it means less money for food as I already struggle financially. Sadly due to disability I have to have a car otherwise I would loose all independence I have... And I would not be able to get to medical appointments at all.

Secondly the % Increase for a second or 3rd car is beyond unfair and unreasonable. This will stop my children being able to drive and have their own cars which is unacceptable. Insurance alone for new drivers is astronomical without excess unfair PCC fees.

Quite honestly PCC are taking the mick even proposing this scheme and talking to my neighbours they all state the same. We simply cannot afford the fees!!!!

So in short NO I WILL NOT WANT OR SUPPORT ANY RESIDENTIAL PARKING SCHEME IN MY AREA OR IN PORTSMOUTH AS A WHOLE. ITS UNJUST.

Despite us being a private road in the YEARS I have lived here there has Never been any issues with myself or friends parking in any road around pedam close.... At any time of day or night. EVER!!!

The issues are parents that regularly abandon their car in the middle of the road to take their kids into school... Sometimes leaving it for 5 to 10 minutes which causes an obstruction. Actual parking is not an issue as there are always spaces... They just choose not to use them. If you want to do something sort them out not pick on residents who 9/10 have zero issues.

I do not see any issues with parking round our way at all and have lived in Southsea for years. Charging to park outside my home or roads adjacent to that is beyond a joke and quite honestly disgusting. I'm forced to pay like many c. Tax already do this charge is unacceptable. Many families



have no choice but to have 2 cars minimum or more depending on if their kids pass their driving tests and have their own cars for independence!!!

In all honesty i see no issues with residents having anything up to 4 cars. Makes no difference to me or others... Charging is purely a money making scheme for PCC and helps no one but PCC. I also don't care how many cars people have as long as they are taxed etc as per the law. When I have parked in roads near me at any time of day I've NEVER had any issues finding a space so see no issues and no reason to have parking permits. Charging so much for any car is ridiculous and will NEVER agree with them.

Due to permits round my child's school I now cannot attend any parents evenings or meetings or nothing at all which has effected my child alot. Many parents struggle now all because there is a vile 2 hr no parking rule.

Again this should have been discussed with parents and the school not just residents but PCC don't care about what people want.

PCC need to stop making portsmouth into a car park and making more and more money from us. We already pay c. Tax at high rates.!!!

162. Resident, Pedam Close

I strongly object to the parking permit proposal to zone WH WESTFIELD ROAD AREA (TRO 42/2020).

Myself and my husband have a car each that we rely on heavily. As shift workers and parents to young children we wouldnt get places on time (school/work etc) without a car. We cannot afford the extra charge to park our cars outside our house.

We are classed as a private road here at Pedam Close, so only residents park here anyway. If the zone comes into place then it would mean that when the on street parking is full, they will come and park in this close as we would be the same zone and they would be able to do this. We both work very long hours, we dont get home on our late week until around 23:00 and on our early week we leave at 06:00 sometimes earlier.

If all the parking in this close gets taken (which it will by 23:00 if we become a zone) i dont know where i would be able to park on street. All surrounding roads will be full. I dont want to be walking for multiple roads alone at that time. I dont want to walk my kids multiple roads early in the morning to get to the car so i can drop them to their childcare provider and get off to work.

I strongly believe this close should stay as a private road so its stays to just residents parking here. I have had 1 occasion where all the parking in this close got taken. The curb side in this close was also full of cars (which also blocked in the cars in a space) when i reported this issue to both the housing office and PCC i was told due to it being classed as a private road nothing could be done. This incident hasnt happened again. If PCC couldnt enforce the parking then why can they now!? However if this goes to a zone then it will happen on a daily basis when all the on street parking has been taken!

We pay our road tax and MOT. I dont think we should also be charged £150 per year to park outside our house!!! Also i will be paying this money with no gaurentee of even parking in the same road as my house anymore!!

After speaking to the neighbours (theres only 10 houses in this close) they all disagree with the permits being brought in for the close & i believe they are all emailing about it or speaking to the MP.

163. Resident, Prince Albert Road

I must confess that I'm disgusted with this parking zone proposal.

I've received many letters over the past years of my residency here in Eastney regarding this issue. Recently I expressed my views to the Leader of the Council. Judging from his replies to my emails he obviously is in favour of parking zones. Obviously because it's going to create more revenue because I see this as no more than a stealth tax.

As you state on your letter "Parking zones do not guarantee a parking space"

So why implement them?

Answer- STEALTH TAX



<p>I find this issue very shameful, especially at this time when residents are currently on furlough, with the strong prospect of unemployment To save me writing a long list of reasons why I'm dead against this parking zone issue, then please feel free to contact the Leader of the Council.</p>
<p>164. Resident, Reginald Road I would like to register my objection to the plans for the Residents Parking area in MH Westfield Road.</p> <p>Since I have lived in the area I haven't experienced any issues with parking in the area and see no need to charge residents as much as is stated solely to park between the hours 6pm-8pm.</p>
<p>165. Resident, Reginald Road we do not want a parking permit zone ... dont think its fare having to buy a parking ticket when friends and family etc come to visit . Its all just squeezing more money out of us</p>
<p>166. Resident, Reginald Road I strongly oppose the permit zone.it does not guarantee a parking space in the proposed zone so would you be willing to refund any tickets I get for being in the next zone,no I don't think you will,so I would park in bransbury rd,so how long before that becomes permits too,all the council are doing is taking money and moving the problem to other roads..there are 2 islands with a tree in my road that could create 2 more spaces.i don't see why I should pay every year for a permit that does not get me parked within 4 or 5 roads</p> <p>Thanks for the reply, however it still does not answer what I'm supposed to do if I've paid for a permit and can't park in my zone,why should I have to find somewhere that is not permits and walk miles back home</p> <p>Then permits won't really move many cars from our road as residents on eastney rd ,which is a main rd and double yellow lines,would be included and still park here,I don't really notice any outsiders parking here so some is always going to not get parked within the zone.we are not close enough for any football, shopping or theatre goers to park here</p>
<p>167. Resident, Westfield Road I wish to oppose this zone (TRO 42/2020).</p> <p>There is no parking on Eastney Road at all from Highland Road roundabout down to the Bransbury Park traffic lights and yet there is housing, some of which are flats, on both sides. They have to park somewhere and so need to park in Eastfield, Westfield, Landguard, Reginald and Methuen Roads. There are therefore just too many cars. I fail to see why any of us should have to pay to just be in exactly the same position that we are now.</p>
<p>168. Resident, Westfield Road I would like to object to the parking permit scheme.</p>
<p>169. Resident, Westfield Road Re:- Objection against proposed residents' parking zone: MH zone Westfield Road Area (TRO 42/2020)</p> <p>I am writing to object against the proposed plans to introduce Paid parking permits to MH zone Westfield Road Area (TRO 42/2020) for the following reasons:</p> <ol style="list-style-type: none">1. As a Portsmouth resident for many years I do not feel that I should have to pay to park when other residents in Portsmouth do not have too. I do not have a choice in where I live and should not be penalised for this. I need a car to visit and care for my elderly relatives who live out of town.2. For those residents who do not work but are seeking employment, they should not have to pay for parking. They need their cars more so to attend interviews and searching for work which may not be practical on public transport. What subsidies can you provide for these people?



3. The pricing scale seems very disproportionate on 1st, 2nd and 3rd vehicles. Surely the cost would be the same admin fees regardless of whether 1st, 2nd and 3rd. (Similar to the wheel clamping scenario; overcharging for release fees). Reducing vehicle numbers for each household is not practical in some instances.

4. For many households 6-8pm will make no difference on parking availability on the street. So for those residents it doesn't affect, what are they paying for?

170. Resident, Westfield Road

Although I support the overall idea of implementing a parking zone, I wish to object to the times proposed of 6PM-8PM.

This time band proposed does not fall inline with other areas now subject to parking zones which are at the end of peak business hours. This means there is going to be little use of having a permit as this will not alleviate the issue of parking when returning home from work.

I would like to ask for the reasoning and supporting evidence as to why the time of 6PM-8PM was proposed. Specifically where almost all other parking zones implemented are before this time, at peak business closing hours.

I am assuming there is no appeals process if this parking zone time gets the green light? The only feedback process is the one I am using now?

I think I understand the logic behind the staggered zones, however this allows non residents to park in MH zone until 6PM, after business hours. This for myself and I can imagine many people working people is going to provide little to no benefit when returning home from work.

Further to this, MH zone also has the specific issue of having parking congestion from customers and workers from Tesco Extra and the Car Garage.

171. Resident, Winter Road

Regarding the proposed Residents MH parking zone , we live on the east side of Winter Rd, and currently hold a permit for ME zone .We were previously informed by the council that we would be able to purchase a permit for both zones ,as we are on the border between the two .This was the only reason ourselves and our neighbours said yes to the MH zone. You are now saying we will only be eligible to park in MH zone which will cause problems as there is never space in that area . The ME zone hasnt made it much easier to park in that area so the problem will only be worse .

172. Resident, Winter Road

I am writing to object to this proposal for the following reasons

1) My physical mobility is impaired, but not enough to meet the very high bar that is set for a Blue Badge. I live in an even-numbered house on Winter Road. Being eligible for the ME zone has been a godsend. On the many occasions that I cannot park close to my own house in Winter Road (which is my preference), I can park very close and do not have to drive up and long one-way streets hunting for a space and worrying about the long walk that I face to get home.

This proposal therefore discriminates against elderly and otherwise infirm people whose impairment does not meet the high bar that is set for a Blue Badge. It may even be illegal on this basis.

2) I previously discussed the informal consultation via email with my local councillor, who advised that he expected that residents of Winter Road (currently eligible for ME zone) would have a choice regarding ME/MH zones. We are not being given a choice

3) Winter Road is being split in 2. This is confusing and impractical. It means that instead of parking on the other side of the road (currently unrestricted), Winter Road residents will now be compelled to hunt for spaces in one of the zones, possibly a long way from their address (Eastfield and Westfield Road are long, one-way streets and frequently have very few, if any spaces near Winter Road, if they have any spaces at all).

4) The proposed time does not deter match-day parking. The ME zone does. Anyone who is moved from ME to MH will now struggle to park on match days. Match-day parking was explicitly mentioned by some respondents to the informal consultation

5) The documented proposal is well-nigh impossible to understand

My counter-proposal:

1) Include the whole of Winter Road in the ME zone or give Winter Road residents a choice to join ME or MH

2) Change the time so that it deters afternoon match-day parking.

Around 18:30 I walked from Winter Road down Eastfield Road to Prince Albert Road and back down Westfield Road to Winter Road. All of this would be in the new MH zone.

I saw no free parking spaces anywhere along this route. There were some spaces in Pretoria Road.

The number of commercial vehicles that might possibly need to be moved due to the new regulations was at most 2.

Therefore, I am convinced that the proposals for Winter Road represent a backward step. I will no longer be able to park close to my home if the proposed zone is imposed as per the consultation.

This is hard evidence that the proposal needs to be modified for Winter Road residents. As per my previous feedback:

Either continue with our eligibility for the ME zone or give us a choice to join whichever zone works best for our location (and any other physical needs)

173. Resident, Winter Road

I would like to set out my objections/thoughts below:-

Firstly, when the ME Zone was introduced, both myself and my neighbours were led to believe that due to the fact we are on the boundary, we would be eligible for both ME and MH permits. I am wondering why, therefore, that this has changed?

As a resident of the East side of Winter Road I am currently eligible and have a permit for the ME Zone. From what I can gather from the letter received from PCC, I will no longer be eligible for the ME Zone permit but will be forced into an already saturated MH Zone. I strongly object to this. The residents of Winter Road are unfortunately in the worst possible position of all as we find ourselves on the boundary of two zones. This will not only be stressful when finding a parking space close to our home (as by being on the boundary this automatically halves our options of parking within a reasonable walking distance to our homes. Added to the fact that some of us have double yellow lines/restricted parking directly outside our homes), it could also potentially devalue our properties. Please can the following options be considered for the residents of Winter Road:-

1. Residents that find themselves on the boundary of two zones be eligible for both ME and MH zones; or



2. Residents on a boundary get to choose which zone we would prefer to park in –e.g. I am on the East side of Winter Road. For the years I have lived here I have always parked to the west of Winter Road in either Aston or Pretoria Road. The proposed MH zone is highly saturated already and that’s the reason why I have always chosen to park to the west.
3. Ensure that the restricted parking along the east side of Winter Road is also included within the MH Zone – i.e. the spaces provided on a single yellow line for parking between 6pm and 8am (and possibly extend the available spaces on a single yellow line?)
4. By only having a half hour window between the end time of ME and start of MH, this will encourage all the Vans to park in ME zone – perhaps the timing should be 5.30 to 7.30pm for the MH zone?

Since the ME Zone has been brought in, I can see that there are more than enough available spaces for some people living on the east side of Winter Road to opt for a ME permit, so I can’t see why you are forcing us to change if we don’t want to. I appreciate some people prefer to park to the east of Winter Road – this is why I say we should be able to choose.

I’m sorry but I am not clear what you mean in your second paragraph when you say “properties on the east side, adjacent to the now-proposed MH Zone would be entitled to permits for that zone”. What zone? Do you mean that I will still be entitled to ME zone?

174. Resident, Winter Road

As a resident within this area I am writing to OBJECT to the imposition of a residents' parking zone. Introducing this scheme will, at best, produce only marginal benefits for residents and will certainly displace parking congestion from this area to other parts of the city.

The principal and ulterior purpose of this scheme is to raise revenue for the City Council through targeting motorists for a stealth tax, and it is disingenuous of council officers to claim otherwise.

I am also concerned about the rather opaque process used for this consultation. The results will have no validity unless every resident has an equal chance of easily communicating their views, and this is clearly not the case. People with an internet connection (like me) may find it relatively easy. However, people without this facility will need to put pen to paper, buy a postage stamp, and send their views to the parking team by walking to a postbox and posting their letter.

What arrangements have been made to ensure that the five page consultation letter (parts of which are rather technical) sent to residents last month is readily intelligible to people whose first language is not English, people with learning disabilities, people with limited or no vision and those who have literacy problems? Unless they have been fully supported, the results will not be valid.

Objection to proposed MH zone (from outside zone)

175. Resident, Highland Road (south side)

I reside at Highland Rd which appears to be excluded from the MG zone. I assume this is due to the existing 1 hour parking restrictions in place. But a proposal to remove this restriction was lodged with the council some time ago as the shops that this was to cover have closed, been converted to flats or rebuilt as houses, including the toilet block on the corner of Hazelmere rd and Highland rd.

If I understand the letter we received correctly (part C) we are eligible for a permit as the boundary shown in part A but we struggle to find parking due to the restrictions on our frontage so I would request this part of Highland road is included in the MG zone and the 1 hour restriction is removed.

Objection to proposed MH zone (no address given)

176. Resident

I strongly object to the MH parking zone being implemented. You should at least get one permit for free?!?



177. Resident

Hi, I object to the parking zone. Friends in parking zone ME say that it has made no difference to the parking in their area. It is overly expensive and unnecessary.

178. Resident

I oppose the proposed parking changes. I have seen no evidence that convinces me that parking would be improved as a result of the new measures.

Additionally, as someone who shares a house with a flatmate, both of us need cars to drive to work and £150 a year for parking permits is unacceptably high, compared to the single person rate of £30.

Why am I penalised with higher prices when I can't afford to live alone?

179. Resident

The idea of a parking zone area being introduced into an area where parking for residents is not really an issue will in my view make residents parking a problem. The idea of only having the parking restriction between 6pm-8pm is a nonsense. If we are to pay for the privilege of paying to park on a PUBLIC highway, of which I already pay road tax, then it should be for permit holders only 24 hours of the day. My wife and I both work shift work so that arriving home between the hours of 6pm-8pm very rarely applies to us

The second point I would like to bring up is that I do not quite comprehend why the fee for having a second car is £120 compared to only £30 for the first. You say that this is for administration fees and providing a service. This is a ludicrous claim and is quite honestly just another ill thought out money making scheme devised by the council. Will we receive a breakdown of how the fees are being spent?

Finally, the many people I have talked with on this issue all agree with me on both these points and that is parking permits are not required in this area. I would like to see feedback on how many residents have actually reported back that parking has improved after permit introduction. I would like to receive a reply back to this email to show that you are actually listening to the people who will have to fund this pointless infuriating TAX.

180. Resident

I strongly object to the proposed parking permits in this area. Firstly, the costs of the permits are extortionate. I understand this is to discourage having more than one car on the road per household, but I'm afraid that just is not realistic if two people in one household both work. Owning a car is expensive enough as it is, and it seems like a quick money grab for the council. Not to mention we're in the middle of a pandemic, unemployment rates have reached a new high and enforcing this additional cost is completely unreasonable.

Secondly, having permits down the road does not solve the problem, it shifts the problem elsewhere. I understand that introducing phased parking restrictions down residential roads was to make it easier for residents to park. However, the roads that do not have parking permits on have felt the negative effects, as residents are parking their second or third cars on them to avoid paying the ridiculous fees. If the council continues to permit more and more roads, we're going to be back at square one - where there still isn't enough parking available. So this begs the question, why would we bother paying the fees to struggle to park outside our houses, when we could pay nothing and not have permits, and still struggle to park outside our houses?

Thirdly, it seems ridiculous to spend time and money on something as trivial as parking permits, when the council could be helping local businesses and the homelessness during the global pandemic. You only have to walk down Palmerston road to witness how many people are sleeping on the streets and how many businesses are struggling to stay open. This is absolutely not a priority right now.

I strongly suggest that the council looks at the bigger picture of enforcing these restrictions, rather than listening to a couple of residents moaning because they have to park their cars a five-minute walk away from their homes. I request that you re-consider enforcing the permits, and if that is not possible, then please do not enforce them down these roads.

181. Resident

I am writing to object to the above proposal which has serious flaws and will result in problems and many complaints if instigated without modification. It also does not address current and future problems caused by the present parking system.

This proposal is the next stage in the rollout of parking zone controls across the city and is the first to apply to the Eastney Area. This area has been divided into zones MH and MJ split over the main thoroughfare of Eastney Road.

The zones have been designed into rough boxes, presumably for simplicity of administration. However such a shortcut does not take into account the structure and pattern of parking in the whole area which covers both zones. As it stands the proposal is a ticking time bomb in trying to force a litre into a pint bottle for the zone MH which will become disastrous when zone MJ parking controls start.

The source of this problem is the absence of an analysis of capacity, space requirements, and the residents' pattern for parking in Eastney associated with the consequences of splitting the area into the two zones.

Characteristics of Eastney zone MH.

This area consists in the main of densely populated terraced houses with some multi occupancies. The width of such houses does not even permit a single vehicle to be parked without encroaching on the facade area taken up by adjacent houses. Additionally parking is not possible in the whole of Eastney road as marked in the MH zone such that car owners in that road are also competing for parking in the side streets. The only area with low parking demand is the south side of Devonshire Avenue where most houses have off road parking. There are a few off road parking slots along Reginald Road which has limited effect on the capacity in that road.

In short there is a greater demand for parking in zone MH than the capacity permits.

A. Characteristics of Eastney zone MJ.

This part of Eastney also has two terraced roads parallel to Eastney Road with high demand for parking. However most roads east of Fordingbridge have offroad or allocated parking. This means there is also low residents' street parking demand along Highland Road and Bransbury Road. On these last two roads there are only a few terraced houses and most semi-detached houses have off road parking. In addition the whole length of Bransbury road has the park on its north side together with a parking area at the end. There are no residences on that north side of the road and there are only minor parking restrictions for the bus stop and park entrances.

In this second Eastney zone it is clear that demand by local residents does not exceed capacity.

B. The pattern of parking for residents of Eastney in zone MH.

From the preceding it can be recognised that a large number of MH zoned residents have to park along the park in Eastney and in the low parking density parts of zone MJ.

When the next stage of the city's parking regulations comes into effect for the second half of Eastney, namely in restricting zone MJ to residents, there will be a major outcry from MH residents

requiring the council to have to redesign the two zones at considerable extra cost if the current proposal is put into practice without modification.

C. Current and future problems in Eastney zones MH and MJ.

As the side roads are narrow with parked cars on each side, once a vehicle commences a journey through these roads cars are blocked in travelling in the other direction. This has frequently resulted in cars having to reverse or queue up and back into the busy Eastney Road until the route has been cleared.

Additionally the 14 garages at the rear of 229-251 Devonshire Avenue cannot be used to garage cars off the main roads as the access road is regularly used by people parking and blocking entry. As this access road is not public land no action can reasonably be taken to prevent this.

There are also several drop down curbs marked in the side roads and one at 92 Eastney Road. These need to be marked to keep clear to enable vehicle access including motor bikes. There are also a few disabled parking bays.

Finally as there is a move to electric cars a solution is needed for parking overnight either at a charging station from a lamppost or in front of a property which has a charging point.

Suggested resolution.

1. The two zones MH and MJ parking permits must be combined.
2. More side roads need to be designated as one way traffic starting with Landguard and Reginald to permit free flow for vehicles, including delivery and emergency, before there is a serious accident with cars backing up into Eastney Road.
3. The access to the offroad garage block serving the apartments at the rear of 229-251 Devonshire Avenue should be made public so laws can be enforced to permit vehicle entry to garages for parking.
4. A study is needed to determine how to manage charging points for Eastney in the near future.

182. Resident

I wish to register my objection to the proposed residents parking zone MH. Yet again, this is based on the results of an informal survey which returned the views of a minority of the population of the area.

Yes, there are parking problems throughout Portsmouth, but this piecemeal application of zones will not solve them. It would have been far more long-sighted of the council to give every household one permit, then invite applications for second overnight permits or business day permits based on the numbers of remaining spaces after that.

I have to travel around the city for work and now have the added annoyance of trying to find out whether a zone applies first, and then where I can get a temporary permit if required. And sometimes there are no places to park, meaning I may inadvertently cross into the next zone to be able to park safely and legally. I cannot always use public transport as I often have crates of heavy files to collect or return.

In short, this is yet another scheme that will very likely end up being foisted upon us, even if the majority of residents will not have requested or actively sanctioned it.



183. Resident

As a resident within this zone, I support the introduction of a zone, however the times that this proposal suggests start far too late. The duration should be longer, starting at 16:30 and running to 20:00.

This area is impacted in two areas, first by not currently having a parking zone, lots of other vehicles park here. And second, when football is on at Fratton Park, lots of vehicles park here, preventing residents from doing so.

Therefore, the zone needs to start at the same time as surrounding areas, at 16:30, and run until after the normal mid-week football kick off time of 19:45, so to 20:00.

I am strongly opposed to this zone starting as late as 18:00 as come 16:30 all the traffic will move into this zone.

Thanks for your reply and for the information regarding the adjacent areas.

I am not sure that I agree with the point that "staggering the operating times with adjacent parking zones makes it more difficult for vehicles without permits to be moved around the wider area on a daily basis." This appears to be a flaw in the plan for these zones. Staggering the zones makes it far easier for non-permitted vehicles to park in the area as the vehicles simply move between the zones as one restriction ends and another begins. A blanket restriction across all zones would prevent this, meaning non-permitted vehicles cannot park anywhere in the area during the specified times without a visitor permit.

Unclear if support or objection (from within zone)

184. Resident, Blenheim Court

I have received the MH notice and have made some observations.

I have attempted to follow the link to view the public notice. TRO42/2020 It doesn't appear on the list.

I wish to review several points including the statement, and plan.

Please advise?

I understand it is an obligation to make this available for public scrutiny?

Following my email on Friday to engineers, informing the link to the full document in re: TRO42/2020 (MH) was not listed on the council website as stated in our letters received, I visited the library to look at the draft.

I feel the document should have been uploaded as this has caused some anxiety over the weekend.

1. Can you confirm this will be done and when it will be done?

With regards the section H, the letter differed from the draft at the library. Particularly in relation to Blenheim Court. The difference was the omission of specifics regarding proposed new linage. Read in conjunction with the Schedule 3, 'Area of highways designated as parking place'. The proposal becomes more clear.

In order I have read and understood this clearly;

The new double yellows on the east side will run from the traverse parking bay end to the proposed new bay. This new bay will run to the existing double yellows which run from Methuen.

The new double yellows on west side will run from traverse parking outside #1, around corner and across drop kerb/gate. It is then proposed to start the new parking bay and run this up to the existing double yellows.



2. Is the above correct?
3. If I have this right, can I point out an approved and licensed dropped kerb, and entrance marking will actual fall within a portion of the proposed parking bay. Logic would assume the yellow lines will run to the entrance marking one side and the parking bay the other?
Can you confirm this will be so?

4. Given the scope of these schemes would it not be an idea to attach a drawing / plan of proposed markings ? I was actually expecting to see one today. Much can be lost in the text and ones interpretation is slightly different to another's. As I found today, only when I read the other documents did it become clearer. (Hopefully).

I thank you for your time and anticipated reply.

185. Resident, Devonshire Avenue

We have received the MH Westfield Road Area TRO 42/2020 paperwork and wondered if you could confirm if Devonshire Avenue would be included?

On the current map the South side is listed on the map but is not included in the details.

If it is the case that the East part of Devonshire Avenue (between Winter road and Prince Albert) is yet again not included in the parking scheme then this will make parking even more preposterous on our road.

Please could you clarify before we send our views.

186. Resident, Devonshire Avenue

I am writing to voice our support for the residents parking zone in our area

I was surprised to see however that Devonshire Avenue is split in half so that the odd side of the road will fall into another zone. This seems strange to me as surely it would make more sense to have the whole road in one zone, even if it is on the perimeter of a zone.

Also when the original consultation was issued we suggested 5-7pm as the best time for us. Is the 6-8pm time period up for review or is it this or nothing?

6pm is late for those parents collecting children from afterschool clubs or returning from work locally.

My wife works and we have school age children so we would prefer a 5-7pm zone

187. Resident, Devonshire Avenue

I am writing to give my full support to the introduction of the proposed MH Residents Parking Zone for the Westfield Road Area.

However in doing so I would urge you to revisit the proposed MH 'Permit Holders Only' time of 6pm-8pm. Our adjacent ME Residents Parking Zone currently has a 4.30pm-6.30pm 'Permit Holders Only' time and the local experience to date is that on or around 4.30, non permit holders parked in the ME Zone, and especially it seems tradesmen, simply move their vehicles into the proposed MH zone to allow them to continue to park in the area. A 6pm-8pm 'Permit Holders Only' MH zone would continue to allow them to do this until 6pm thereby defeating the object of a residents only parking zone!

Could the MH 'Permit Holders Only' start time not be brought closer, say to 5.00pm or 5.30pm, to the adjacent ME Zone time of 4.30pm? This would then avoid the 'abuse' of the system detailed above and be of a positive benefit to residents who return home from work before 6pm who would currently gain little from a 6pm start time.

188. Visitor, Eastfield Road

Can you clarify in regards to your letter received about the proposed residents parking zone: MH Westfield Road Area (TRO 42/2020) what I would need to do as I visit my elderly relative daily sometimes more than once a day to ensure they have dinner and shopping and are settled for the



evening. I can not afford a visitors permit so what hours can I freely park to ensure thier level of care is maintained.

189. Resident, Eastfield Road

With regards to the proposed parking zone there is concern in the area already about parking for residents. The new charging points for electric cars, though I strongly support such environmental developments, have further restricted parking. The low cost of the permit is positive and that it is only for a certain short evening hours again is helpful. But the fact that you can only park for 3 hours during the day means that residents including elderly people with cars will need to move their cars to other areas or this is only for those without permits? It is not clear.

My knowledge of such schemes in London means that in fact the parking is worse for residents and just when they are returning from work there will be no spaces and they will need to park elsewhere. So I have reservations about how this will actually achieve what is expected.

190. Resident, Eastney Road

Would the new proposal of parking permits affect where I can park as I am on the main road and have to park along the side roads, if so then I would suggest that more parking is made available by not planting trees on the roads and widening of Eastney road where possible to allow parking.

191. Resident, Eastney Road

I am all in favour of resident parking in this area. However, my concerns are that I live on Eastney Road will I be able to purchase a permit or are they restricted to residents of these roads?

In addition, what happens if I cannot park in the MH parking zone areas between 6-8pm due to spaces being occupied and have to park outside of the area ie I have to park sometimes down Suffolk rd and Middlesex rd and also Bransbury park rd and the roads leading off Bransbury park road. These areas are not outlined as being part of the MH parking zone. Will I be allowed to park in these areas or will I get a penalty notice? I am concerned if I have to move my car late at night with no guarantee of a space.

Currently, due to a lot of people being furloughed, out of work and working from home due to Covid-19 there are no spaces in Landguard rd, Reginald or Methuen rd when I return from work around 5pm. I cannot see this changing once the parking restrictions are in place as I assume the cars belong to residents of these roads?

I would be grateful if you could put my mind at ease on my concerns regarding

1. Will I be entitled to a permit even though I am a resident of Eastney Road
2. If I cannot park in the MH Zoe between 6-8pm will I be penalised if I park outside of the MH area

192. Resident, Eastney Road

In response to the proposal for residents parking permits re MH Zone, I live on Eastney Road, so parking is always a gamble as to where I can park, and indeed trying to find a space later in the evening is nigh on impossible - will parking permits help ease this? I appreciate the zone is quite extensive, but personally do not want to park nearer Winter Road then walk home.

Currently Westfield Road is very popular for Tesco, and large work vans alike - will this change? Would visitor permits be available to purchase online? And are they required before and/or outside the 6pm - 8pm time frame?

The cost of permits; two in our household amounts to £150/year - can this be paid monthly, or is the council expecting this in one lump sum?

If resident parking has to be enforced upon us, would it be possible to have outlined parking bays, this would enable more cars to be parked.

Because we all like to park reasonably close to home, will we get a parking ticket if parked outside our allotted zone, for example, Bransbury Road?

I await your response to my concerns



193. Resident, Eastney Road

With regard to the proposed residents' parking zone: MH Westfield Road area. Whilst in general I am in agreement with the proposal for residents' parking I do have one concern with where we would be allocated a permit(s). We live on Eastney Road which has double yellow lines at the front of our property, however we choose to park at the rear of our property in Henderson Road. I understand that at this point in time there has been no informal survey for residents' parking in Henderson Road but I have since learnt that any future permit parking in Henderson Road would be in a different zone and therefore we would no longer be able to park there with a MH permit.

In such circumstances where parking is not possible directly at the front of the property due to double yellow lines and means parking is available in an alternative nearby street is there a possibility to have a blurred boundary which would permit parking in either the MH zone or Henderson Road (zone to be determined)?

Crossing Eastney Road to reach the MH zone can be problematic with no designated crossing and seems to be an unnecessary risk when we have direct access to Henderson Road from the rear of our property.

I am sure there are other residents within the city which experience a similar situation so I would be interested to find out how it is dealt with elsewhere and how we can approach this situation going forward.

194. Resident, Landguard Road

After conferring with neighbours please could we have a copy of your policy and procedures for implementing change and whether it follows government guidelines.

Please could a copy be emailed to the above address or send the link where we can access.

Please could you also send the contact of the resident representative.

195. Resident, Reginald Road

Although we are in opposition to the parking zone, we feel that there is no alternative as a result of the pressure being put on this area due to the implementation of parking zones in surrounding areas; we have effectively been left with no choice but to accept the implementation of the zone.

However, we feel that you need to address some issues.

When determining the total parking capacity for the zone, you need to allow for the vehicles parking in the zone that are over 2m length; there are some commercial-style vehicles that are in excess of 4m long.

We were under the impression from the planning notices that there would be a limit of two permits per household but a letter from the lib dems states that up to three permits per household will be available; which is true?

How are you going to accommodate vehicles that have residents permits but that are unable to park in the relevant zone? For example, there are always "half spaces" where vehicle owners appear to be "reserving" parking for other household members.

You have already stated in other planning notices that you are going to be removing parking space to accommodate electric vehicles; are you going to accommodate multiple electric vehicles in the parking zones?

Will electric vehicles require zoned permits or will drivers be able to use any electric charging point within Portsmouth?

If you are issuing permits up to the parking capacity of the zone, how are you going to accommodate the commercial vehicles that will need to park in the zones outside of the residents-only parking period?



Where are tourists and students supposed to park during the residents-only parking times, especially when you are pro-actively promoting massive construction projects with minimal/no parking provision?

We assume that you are introducing all the parking zones to discourage people from having cars in Portsmouth but how do you expect people that work outside the area to commute when the public transport network is so bad – i.e. – one direct train to Southampton per hour and then it is often late or cancelled and no real alternative? It takes my husband an extra hour and a half hours to commute via public transport – each way!! It takes me an additional two hours to commute as the train times do not allow me to work my usual hours – the train may get me in on time but I then have to wait for an extra 50 minutes on the way home and then an additional 30 minutes each way to actually catch the train! And then there is the huge additional cost to use public transport – on average an additional £10-£15 per day to use public transport.

You are already getting a substantial amount per household for council tax and yet you now want an additional £30 + £120 which you say will cover the cost of implementing the scheme but what about the following years – is that money going to disappear into the general coffers? You may feel that houses that do not pay the whole amount of council tax for one reason or another do not contribute to the general coffers but are those households that pay a reduced council tax still going to be able to have several permits?

196. Resident, Westfield Road

I did not receive the original survey to ask for my views on this, and it looks like only a few houses were surveyed and only a few results were returned, so probably not a very good data set.

I have wanted a permit as my partner is not able to park when he gets home from work. This has been the case since the ME parking permit was introduced.

So although I'm pro, what I don't understand is why the decision has been made that the parking permit for our area starts from 6pm?

Across the road it starts at 4.30pm. By starting ours at 6pm means that by the time most people get home at 5.30pm they still won't be able to park as anyone who would've previously parked in the ME zone without a permit will park in our road. Are you expecting residents to drive around until 6pm to get parked near their house?

The parking was never a problem until you introduced the ME parking zone. I cant help but feel this is the councils way of creating a problem which in turn enables it to make money.

197. Resident, Westfield Road

In principle I agree with the proposal. It seems the only solution to the current issues regarding parking in this area. We have been experiencing additional problems since the zone to our west was introduced, which resulted in more vehicles being displaced in our direction.

I am concerned bu the inclusion of both sides of Eastney Road, where there is no parking due to it being a main road. This leaves too many cars from all those addresses falling into this relatively small MH zone. It would seen fairer to divide that road, echoing the situation on Winter Road, where the east and west sides fall into different catchment.

I wanted to add another observation.

In principle I agree with the proposal. It seems the only solution to the current issues regarding parking in this area. We have been experiencing additional problems since the zone to our west was introduced, which resulted in more vehicles being displaced in our direction and just recently with the return of students the situation has become intolerable. The proposed 6 - 8pm time



restriction is not enough. I would suggest 4pm to 8pm. Residents cannot park from this early in the afternoon, it is increasingly frustrating.

Thank you for the explanation. Can I also add without any paper badge displayed this system only works if the areas are being patrolled frequently. Unlike tax and mot which can be checked online, there is no way for us to check if the vehicles here are residents or not, so that duty falls fully to PCC.

198. Resident, Westfield Road

While I appreciate the recommendations I would like the times to be earlier than 6.00, clock if possible., but many thanks for the scheme.

199. Resident, Westfield Road

My partner and I welcome the parking restrictions in our area, but worry the proposal will not have the desired effect and arguably does not go far enough;

- The proposed time of 6-8pm will not help households attempting to park after school runs or those who return home from work prior to 6pm. It also does not address the issues around Game day at Fratton park, where most games finish around 5.30pm. My partner and I have a young child and avoid going out entirely on weekends to visit family or run errands as we risk having to park at Bransbury park or further away upon return. This limits us and many other families with children on weekends. The council should consider finding a better solution for game days to avoid the influx of traffic, not only due to the lack of parking, but also due to the environmental impact. Game day parking was also one of the key points raised by the survey, yet this was not covered in the proposal.

- The lack of parking on game days also leads to increased idling of cars in the area, as households with children/shopping/etc. have to stop in the road and offload, before driving away again to find parking elsewhere. The roads back up with other cars idling while waiting.

- The cost of the initial permit (£30) seems low, especially considering the fine is only £35 (when paid within 14 days). I believe anyone supporting the initiative would happily pay more to increase their chances of parking near their own home, reduce surplus cars and to ensure that the restrictions are enforced.

- It was not clear from the proposal if permits for commercial vehicles will be the same as "standard" permits or whether these will be "business" permits. As a key issue raised by the survey, any commercial vehicles registered at an address in addition to a "normal" car should arguably be at a higher cost than the £120 suggested for a second permit. I can understand that it is vital for some self-employed residents to have their vans close to their residence, however I believe they should not be prioritised over each household's first vehicle, unless it's their only car.

Finally, just a couple of quick questions -

- In regards to the possibility of some households obtaining 3 permits if any are "spare" - How many permits are permitted per road, and how was this decided or calculated?

- What measures are put in place to stop people purchasing large quantities of Guest permits and utilising these for their second and third vehicles? And how will this be distinguished from residents having regular / daily visits from carers or relatives for health reasons?

Unclear if support or objection (no address given)

200. Resident

I support the parking zone proposal for zone MH however I don't understand why our zone starts and finishes so late compared with ME which is 4:30 to 6:30 as a resident I struggle to find parking from 4:30 so will continue to do so with this proposal but will have to pay for the pleasure?

Can we have 4:30 to 6:30 restriction?

Appendix C: Confirmation of communications undertaken

(End of report)