



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

**Date of meeting:** 17 December 2020

**Subject:** TRO 17/2020: Proposed MI Middlesex Road Area Residents' Parking Zone

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** Milton

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1.** To consider the public response to the proposed MI Middlesex 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 17/2020

Appendix B: Public views submitted

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

**2. Recommendations**

- 2.1** That the MI Middlesex Road area parking zone proposed under TRO 17/2020 is implemented as advertised;
- 2.2** That appropriate parking restrictions are proposed for the north side of Goldsmith Avenue, outside of the MI zone boundary, to address specific issues should they arise;
- 2.3** That the following confirmation is noted:

**Under this proposal (TRO 17/2020), 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 to the north and south.**



**3. Background**

**3.1** The area identified as "MI" 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 MI area closed in March 2020, and 329 of 926 survey forms were returned (36%). Of the 329 who responded:

- 263 (80%) felt a parking scheme would be helpful
- 58 (18%) felt a parking scheme would not be helpful
- 8 (2%) did not indicate either way

The majority of replies indicated that parking problems occur every day (72%) during the evenings and overnight, primarily due to non-residential parking:

Evening 36%	Overnight 31%
Afternoon 21%	Morning 10%
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 area has responded positively to an informal survey. 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 17/2020 took place 12 October 2020 - 2 November 2020. Statutory consultation is not a vote, and 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 rather than figures for and against the proposals. 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 (45) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MI zone (865).

**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 MI Middlesex Road area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.

**5.2.1** 127 people responded to the proposed MI zone under TRO 17/2020. 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:

<b>Respondents</b>	<b>Object</b>	<b>Support</b>	<b>Unclear either way</b>
Residents in zone	45	46	7
Businesses in zone	1	0	1
Residents outside zone	0	1	1
Businesses outside zone	0	0	0
<b>Totals</b>	<b>46</b>	<b>47</b>	<b>9</b>
No address given	11	10	4
Inclusive totals	57	57	13

**5.2.2** 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-commonly highlighted:

- Households have too many vehicles
- Commercial vehicles and business parking
- Commuter parking
- Parking associated with HMOs (Housing in Multiple Occupation)
- Shopper/customer parking



- Displaced vehicles from nearby parking zones; others seeking unrestricted or free parking
- Football match parking
- Parking associated with schools
- Local garage working on cars; vehicles associated with other businesses

**5.4** The most common aspects raised during the formal consultation, whether within support or objection to the proposed MI parking zone, are listed below:

- operating time of the parking zone (87 out of 127)
- cost of permits (24 out of 127)
- boundary roads (15 out of 127)

**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 MI parking zone.

**5.6** Boundary roads of the MI Middlesex Road parking zone include Devonshire Avenue (north side), Winter Road (east side), Goldsmith Avenue (south side) and Eastney Road (west side).

## **6. Reasons for the recommendations**

**6.1** The recommendation is to implement the MI 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 MI Middlesex 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.
- 6.6.1** 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.
- 6.6.2** Operating time of proposed MI parking zone: 87 of those who responded to the formal consultation gave varying preferences, that the restrictions should:
- start earlier, or
  - start later, or
  - extend for more than 2 hours a day.
- 6.6.3** The proposed operating time was based on the high proportion of people responding to the informal survey indicating that the majority of parking problems occur in the evenings (36%) and overnight (31%). Therefore the MI parking zone is proposed to operate 5.30-7.30pm, taking into account the adjacent ME parking zone operating 4.30-6.30pm and adjacent proposed MH parking zone operating 6-8pm, in terms of more effective enforcement and deterring non-residential parking.
- 6.6.4** The operating times were mentioned in 87 representations (both in support and objections), and vary in terms of preferring the restriction to operate earlier in the day, later in the evening or for longer than 2 hours. These relatively few, varying preferences for alternative restricted time slots suggest that the majority of people are content for the proposed operating time of 6-8pm to be implemented, as there are 926 households within the proposed MI zone that had the opportunity to object or make suggestions.
- 6.6.5** 33 respondents would prefer to see an earlier 2-hour time slot specifically to prevent parking associated with football matches. As shown in paragraph 5.3 above, football parking is relatively low on the list of factors that affect parking availability, but is something that local residents have highlighted as a concern in Central Southsea. Parking zones are not considered solely in response to events that occur once or twice



fortnight during a season, although a side-effect of the 5.30-7.30pm restriction would impact on parking for the Tuesday night matches that kick off at 7pm. Portsmouth Football Club may also change the kick-off times, and it would take 6-8 months to change the restrictions within adjacent streets each time, which is another reason for not restricting parking associated with events arranged by the private sector.

- 6.6.6** The 2-hour operating times of the parking zones in Central Southsea overlap to restrict parking between 4-8pm overall, allowing time for more effective enforcement, which those who have paid for permits rightly expect. If all the restrictions ended at the same time it would be easier for non-authorised vehicles to find parking at a time that suited them. Within the MI parking zone, the restrictions would end before the evenings, when residents indicate parking problems are at their peak.
- 6.7.1** 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.
- 6.7.2** 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.
- 6.8.1** Boundary Roads  
There are around 48 properties in the section of Eastney Road included in the MI parking zone. No comments were received about this road, but no changes are proposed to the existing limited waiting bays in Eastney Road or the side roads leading off the west side.
- 6.8.2** There is no on-street 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 MI parking zone has been proposed, permit eligibility include the east side of Winter road, allowing residents to park in the side roads directly linked, such as Essex Road, Evans Road and Devonshire Avenue. There is no requirement to cross the main road to seek parking in the roads opposite.
- 6.8.3** 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.



**6.8.4** The MI zone boundary includes the south side of Goldsmith Avenue, to give priority over parking to the properties there. A couple of residents living near Winter Road would like priority for residents extended to the north side of Goldsmith Avenue, adjacent to the park, due to double yellow lines on the south side eastwards from the signalised junction. This can be considered and suitable proposals put forward should issues arise, which would be based on experience of parking habits. For example, a limited waiting restriction could be considered if access to the park becomes affected by long-term parking. This could include an exemption for MI permit holders.

**6.9** It is recognised that no parking scheme will fully 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 £26,000, 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 926 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 846. 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. £18,500 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:

**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:

<b>Title of document</b>	<b>Location</b>
127 emails / letters in response to TRO 17/2020 (Proposed MI Middlesex 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:

**Appendix A: The public proposal notice for TRO 17/2020**

**THE PORTSMOUTH CITY COUNCIL (MI ZONE: MIDDLESEX ROAD AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.17) ORDER 2020**

12 October 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](mailto:engineers@portsmouthcc.gov.uk) **by 2 November 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

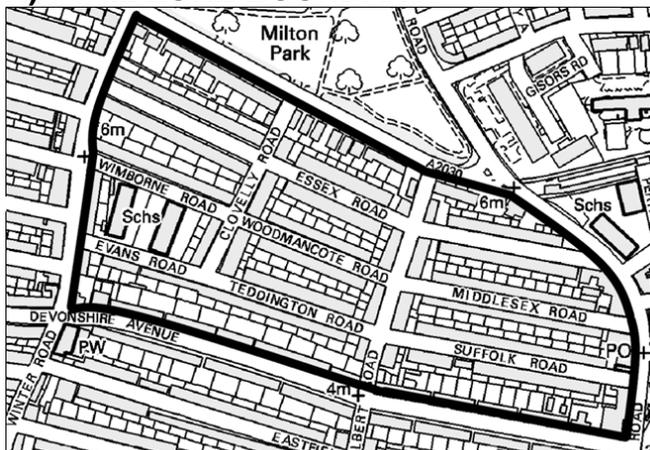
£630.00/year for each subsequent permit

**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) MI ZONE BOUNDARY**



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**B) MI PERMIT HOLDERS ONLY 5.30PM-7.30PM**

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

- |                         |                           |                            |
|-------------------------|---------------------------|----------------------------|
| <b>1. Clovelly Road</b> | <b>4. Middlesex Road</b>  | <b>7. Wimborne Road</b>    |
| <b>2. Essex Road</b>    | <b>5. Suffolk Road</b>    | <b>8. Woodmancote Road</b> |
| <b>3. Evans Road</b>    | <b>6. Teddington Road</b> |                            |

Part roads

- 9. Goldsmith Ave** (south side between Winter Road and Eastney Road)  
**10. Prince Albert Road** (both sides between Devonshire Avenue and Goldsmith Avenue)

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

**D) MI AND MH PERMIT HOLDERS 5.30PM-7.30PM**

- 1. Devonshire Avenue**

The north side between Winter Road and Eastney Road

**E) MI AND MH PERMIT HOLDERS 6PM-8PM**

- 1. Devonshire Avenue**

The south side between Winter Road and Eastney Road

**F) CHANGE FROM ME ZONE PERMIT ELIGIBILITY TO MI ZONE**

1. Properties on the east side of Winter Road within the MI zone boundary shown at Part A

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

- 1. Devonshire Avenue**

South side, a 9m length west of Eastney Road outside Nos. 260 -262 (inc. health centre)

- 2. Evans Road**

North side, a 16m length opposite Nos 15, 16, 17 Evans Road (outside school)

- 3. Prince Albert Road**

West side, a 16m length alongside No.175 Devonshire Avenue (dentist)

- 4. Wimborne Road**

South side, a 15m length opposite Nos. 28, 30, 32 Wimborne Road (outside school)

- 5. Woodmancote Road**

South side, a 19m length alongside No.168 Prince Albert Road (newsagent)

**H) ADMINISTRATIVE AMENDMENTS**

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

To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk), search 'traffic regulation orders 2020' and select 'TRO 17/2020'. A copy of the draft order including the statement of reasons is available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Library staff are unable to answer residents' parking queries.



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 17/2020** by **2 November 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 - 46  
Support (outside zone): 47  
Support (no address): 48 - 57

Objection (within zone): 58 - 103  
Objection (no address): 104 - 114

Unclear (within zone): 115 - 122  
Unclear (outside zone): 123  
Unclear (no address): 124 - 127

**Support for proposed MI zone (from within zone)**

**1. Resident, Devonshire Avenue**

I support the proposed parking zone.

**2. Resident, Devonshire Avenue**

I am in favour of the above proposed residents zone.

Just one question. It sounds that zone MH will be implemented before MI. What will be the time delay between the two?

I live on the North side of Devonshire Avenue, and my concern is that if MH is implemented before MI that there will be a period of time where all MH residents can park on both sides of my road, and I as a North side resident won't be able to park on here unless you issue North side Devonshire Avenue residents with an MH residents permit until MI is implemented. Will this be the case?

**3. Resident, Devonshire Avenue**

support the proposed parking zone

**4. Resident, Devonshire Avenue**

My wife and I support this scheme.

We are pleased to see that we can park either side of Devonshire Avenue (i.e. in MH zone).

We would like this in place as soon as possible.

**5. Resident, Devonshire Avenue**

I am writing to confirm I fully support the proposals for a residents' parking zone at MI: Middlesex Road Area (TRO 17/2020). Parking in the proposed MI zone is currently a significant issue, with very few available spaces. The pressure on parking has been exacerbated by the recent introductions of resident parking zones on the west side of Winter Road, which has resulted in an increase in displaced vehicles from the other zones. Further, there are a number of households that have more than two vehicles. Limiting permits to two vehicles per household unless there are sufficient spaces will enable the parking spaces to be shared more equitably, and will hopefully enable those of us returning home from work or with shopping/children to have more chance of finding a space, with fewer work vans and camper vans permanently parked in the road.

My only additional comment is about football parking. I am sure you are aware, Devonshire Avenue and other roads in the MI and surrounding zones are used for parking by football supporters when Fratton Park is in operation. I would like to politely suggest an addition to the enforced times for the zone, to prevent our residential streets being used by football supporters to park on match days. Local residents currently have to plan around football matches, as if we go out in the car and return while a match is on, we know we simply will not be able to park. This doesn't feel right to me. The football club should provide a park and ride for supporters. I note in the informal survey of the proposed MI zone, the open ended



responses highlighted match day parking as an issue for residents. Please can you explain why this is not being addressed?

**6. Resident, Devonshire Avenue**

Although I am broadly in favour of the move to permits I do have some questions / suggestions:

1. Please can you explain why the cost per vehicle is not regular, i.e. a set cost per vehicle as the associated cost / impact per vehicle is surely the same? Surely a flat rate per vehicle to a maximum of two and then an increased cost per vehicle for a third and subsequent vehicle would be simpler?

2. Has any thought been given to numbered / allocated parking bays adjacent to each property frontage? This would ease the current issues and allow neighbours to 'offer' their spare space if not required? This could then be supported by a flat rate.

3. What is the thinking behind split restricted timings on each side of Devonshire Avenue? Why not just increase the restriction window to a minimum of 3 hours from 2; 1630-1930 would seem an apposite starting point. I am a key worker and often do not get home until after 1930 because of working routines - in my ideal world there would be a greatly increased restriction that ran 1800-0600.

4. The proposed timings do not synchronize with the regular match day timings at Fratton Park. Since a number of parking options exist for Portsmouth FC we should be discouraging spectators from using residential parking. Ideally the permit restrictions should be in-force for match days from 1200-1800 which would then flow well into any routine restriction.

I welcome your responses and remain broadly supportive and positive towards the scheme.

**7. Resident, Devonshire Avenue**

Further to the letter from PCC I am contacting you to advise that I live in this zone (Devonshire Avenue) and am reluctantly supporting the implementation of this zone. I would like it to be noted that my support is reluctant and is only because parking in this area is now virtually impossible at any time of any day or night thanks to PCC's implementation of neighbouring parking zones. Our only chance of parking now will be to have our own zone.

As I am sure PCC are aware, parking zones cause displacement parking and these displaced vehicles are virtually abandoned in the nearest zone free roads. Parking was never as bad as it is now and so residents have no choice but to support having a zone in our road.

I did email you some days ago asking for clarification on the waiting areas by the doctor, dentist, school and newsagent in this zone but have not yet heard back from your department. As the survey for MI zone closes on 2 November I did not feel I could wait any longer to reply, though I am unhappy this has had to be done without the requested clarification.



I am sure PCC parking team are aware that by making the MI zone time start from 5.30pm, residents will struggle to park in the area on the days that PFC have afternoon home matches. Fans at the match will have time to watch the game and get back to their cars parked in this zone. The zones closer to Fratton Park have earlier start times so MI zone will get all the match day parking here, while we cannot park our cars in the neighbouring zones as we will have to be out of them before the matchday parking has left ours! Maybe a 5pm start would be more helpful.

I do hope that PCC are fully aware of how difficult they are making parking, getting into, out of and around the city for their residents. Please, please, please implement MI zone at the same time as you do MH zone or we will never be able to park anywhere near our homes.

**8. Resident, Essex Road**

I am writing to support the proposed residents park I no zone - MI Middlesex road. Parking is currently a daily struggle and this proposal will help.

**9. Resident, Essex Road**

I fully support the proposed residents parking zone for MI Middlesex rd area (TRO 17/2020). Parking is a nightmare due to the adjacent Haslemere rd Residents parking zone, there are also several disabled spaces and an electric charging zone in the road which take up several spaces.

I support the proposal for the residents parking zone.

**10. Resident, Essex Road**

Long overdue, and it might help free up parking spaces by getting rid of the caravans/campers/and commercial vehicles that are parked up and do not move for weeks at a time. Coupled with the more frequent patrols of parking attendants that will (hopefully) occur which should also help reduce the amount of across corner so blocking left/right turns at junctions.

**11. Resident, Essex Road**

As a resident of this zone, I fully support the proposal to have a residents zone as described in your recent letter.

This is definitely the right thing to be doing - thank you.

**12. Resident, Essex Road**

I agree to the proposed parking zone although I would like the time to be later i.e 17.30 to 21.30.

**13. Resident, Essex Road**

In response to your communication MI MIDDLESEX ROAD AREA (TRO 17/20), I fully endorse the proposal for the parking zone and look forward to better parking access than I experience at present.

**14. Resident, Essex Road**

I'm writing to support the proposed parking zone for the MI area of Portsmouth. I would suggest, however, that the proposed 17:30 start should be reviewed and brought in line with the 16:30 starts that are applicable in nearby zones. One of the key problems is parking during football games and this would be addressed if the MI zone started at 16:30.



**15. Resident, Essex Road**

I fully SUPPORT the proposed residents' parking zone. I believe £30 a year will be money well spent, if it means I stand a better chance of parking in my road. The zone should reduce the number of cars dumped in my road. There is one car, in particular, that appeared during the first week of February (just as the adjacent zone was activated) and it hasn't moved an inch for months and months. Other neighbours have multiple cars and recreational vehicles, or multiple cars and a motorcycle, which have made my life a misery. Hopefully, the Zone will greatly reduce the number of vehicles per household. The sooner we get Zone MI established, the better!

**16. Resident, Essex Road**

I am writing in support of the introduction of parking permits, I have found it particularly difficult to park since moving here from a permitted area. I am looking forward to this as it will mean I have a higher possibility of parking nearer my home after work. It also means that I will be able park my car when there is a football game on.

**17. Resident, Essex Road**

I have received your proposal for the MI parking zone and as a resident of Essex Road I fully support the planned parking area.

**18. Resident, Essex Road**

Please could our support for the proposed MI residents parking zone be recorded.

**19. Resident, Essex Road**

We are in support of the proposal and would like this process to speed up

**20. Resident, Essex Road**

Very disappointed with the times selected for the zone as it fails to address the parking problems in the area.

School run Monday to Friday around 15:00

Football on Saturday mostly between 13:00 and 17:30

Should the proposed times not cover the suggestions above I would object to the scheme.

The problems between 17:00 and 19:00 are drivers using Essex road as a short cut to avoid Milton congestion and not respecting the 20 speed limit. This has been a major problem since the north end of Prince Albert road was designated as No Entry. I have been nearly run over several times by speeding and impatient motorists being unsteady on my feet. Maybe speed bumps might help avoid an accident waiting to happen!

Thank you for your response.

I appreciate the difficulties in trying to please everyone and take on board the reasoning provided.

I am therefore happy to support the scheme.

**21. Resident, Essex Road**

I would like to register my whole hearted approval of the proposed parking permits for the MI zone. I am a resident of Essex Road. We have one car and inevitably find parking difficult, especially when returning from work. Things have got worse since the implementation of parking zones adjacent to Essex Road. I feel that



while the proposed timing isn't perfect, it will be much better than what we have to deal with now.

**22. Resident, Essex Road**

Generally I'm in favour of the parking zone not least because being surrounded by others there is very little choice. I would query why the proposed times take no account of the congestion caused by football traffic when normality resumes. As such please consider this when rolling the scheme out.

Thank you for the reply but I'm struggling to see how the signage cannot be worded to incorporate a provision to prevent the congestion caused by football matches and that this hasn't been raised by affected residents within the locality. By designing out this issue the council would both remove congestion and pollution by making fans use the park and ride scheme or public transport which is adequately provided by the adjacent train station. This is in place to deal with similar issues within London.

**23. Resident, Evans Road**

I fully support residents parking. The sooner this this happens, the better.

**24. Resident, Evans Road**

I would like to voice my support of the proposed MI Parking scheme. Parking here is currently very challenging and I think the proposed parking scheme could help to alleviate the problem. I hope that it goes through and is instated soon.

**25. Resident, Evans Road**

I live on Evans Road, and where we are on the border of two other zones, throughout the last 6 months parking here has been almost unbearable, particularly anything after 6pm in the evening.

I think adding a parking zone to our area is the only viable option in light of the nearby zones that we border, though may displace these vehicles further.

It is essential for local residents that we get this parking zone ASAP.

**26. Resident, Goldsmith Avenue**

We support the proposed permit parking in Zone MI.

**27. Resident, Middlesex Road**

I am writhing to confirm my very strong support for the proposed residents' parking zone in this area.

We seem to have many commercial and non-resident vehicles on a daily basis that prevent actual residents of this road from parking, so would very much welcome the introduction of a residents' parking zone.

**28. Resident, Prince Albert Road**

In relation to the proposal of parking permitted area in MI ZONE Middlesex Road.

I support the proposal to implement the residence parking permits.

**29. Resident, Prince Albert Road**

I am writing to express my support for the proposed residents' parking zone MI Middlesex Road Area



My reason for support is that with other parking zones nearby there is a risk of displacement parking from these zones from vehicles which are not residents.

**30. Resident, Prince Albert Road**

I agree with the parking zone proposal.

**31. Resident, Prince Albert Road**

Just wanted to let you know that I fully support the proposed MI Zone, which will hopefully alleviate some of the parking issues in the area.

However I do not feel that the current policy goes far enough on commercial vehicles. Our neighborhood has a few residents who are tradespeople, with private cars and commercial vehicles (in some cases more than 1 van) presumably registered at their home address.

Would such commercial vehicles fall under the "2 residential permits per household" restriction? If a tradesperson resident in the zone requests 2 private car permits and 2 commercial permits, would they be able to obtain them for the same address?

Also, charges for commercial vehicles should be more expensive in my opinion, £300 for a 2nd van is less than £1/day and most likely cheaper than any commercial alternatives.

Does the council take into consideration the number of spaces available and number of permits issued for private cars when issuing commercial permits?

**32. Resident, Prince Albert Road**

I am in favour of the proposed permit parking for the Prince Albert Road MI area.

**33. Resident, Suffolk Road**

As a resident of Suffolk Road I support the proposed parking permit zone, I would have liked it to start at 5pm but any measure that helps with parking is great.

**34. Resident, Teddington Road**

I fully support residents parking in this area - we have absolutely no choice given the atrocious way this has been handled across the city!

**35. Resident, Teddington Road**

We're emailing to say that we strongly support the proposed new MI parking zone and would like it to be implemented as early as possible.

We're finding it very difficult not being able to park anywhere near our house as this means we frequently have to carry a heavy car seat to and from the car, often from neighbouring roads.

**36. Resident, Teddington Road**

I fully support all the proposals for the MI parking zone as set out in your letter 'October 2020'.

**37. Resident, Teddington Road**

I support the proposed parking zone for MI Middlesex Road.



**38. Resident, Teddington Road**

39. I am writing to show my support for the proposed residents' parking zone: MI Middlesex Road Area. It is now absolutely vital since the implementation of the zone west of Winter Road, which has made it virtually impossible to park down our road. I would, however, like it noted that I am extremely disappointed residents were not consulted as to the time that would best suit the needs of the area. The proposed 5:30 - 7:30 pm for permit holders will do absolutely nothing to deter the football parking either in the evening (7:45 kick off) or at the weekend (usually 3 pm kick off), which massively impacts our area and makes it impossible to go out during these times, nor will it stop parents parking down the road during pick up time, which does nothing to encourage families to walk to school (considering they should all be within the catchment area and therefore very local, this is ridiculous). The roads around the school are an accident waiting to happen at the end of the school day, with parents regularly parking on double yellows, stopping in the middle of the road and parking on the zig-zags, as well as in all the surrounding roads.

I look forward to finding out the results of this consultation and the implementation of the zone.

**40. Resident, Teddington Road**

Thanks for your letter regarding the MI Middlesex Road area proposed parking zone, we live on Teddington Road and the new parking zones around the area have pushed more cars to park on and around our street, so we're in support and thanks very much for proposing this.

**41. Resident, Wimborne Road**

My wife and I both support the introduction of the MI Residents' Parking Zone.

**42. Resident, Wimborne Road**

I fully agree with the proposed parking zone MI Middlesex Road Area.

**43. Resident, Wimborne Road**

I emailing in support of the proposal for a Resident's Parking Zone for MI including Wimborne Road. We believe that this will deal with the displacement issues that have blighted parking in our area since the introduction of residents parking on the other side of Winter Road.

The proposals for the MI zone seem logical and well thought through.

**44. Resident, Woodmancote Road**

I am a resident of Woodmancote Road in the proposed residents' parking zone MI. I am writing to say that I fully support the proposed parking zone. My only concern is that the proposed hours of resident-only parking from 17.30 to 19.30 will not stop football fans from using the zone for free parking on match days, which can be a big problem. However, I would rather the proposed solution than none at all.

**45. Resident, Woodmancote Road**

As your letter titled proposed residents parking zone: MI Middlesex Rd Area, I wish to tell you that I support the implementation of the zone.

**46. Resident, Woodmancote Road**

As per the letter received titled proposed residents parking zone MI. I would like to express my support of this residents parking as parking on our road (woodmancote) has been increasingly difficult.



**47. Resident, Woodmancote Road**

I agree to this scheme but think the hours should be earlier as we are still at the mercy of Fratton park- when things get back to normal.

Maybe 4.45pm to 6.45?  
Every day.

**Support for proposed MI zone (from outside zone)**

**48. Resident, Devonshire Avenue (south)**

I received a letter on the proposed MH parking zone and I have a question that I would be grateful for clarification on:

Is the south side of Devonshire Avenue between Winter Road and Eastney Road proposed to be included in the restricted parking area?

- 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.

I would be very grateful for clarification of this point, so I can provide feedback on the proposal. Many thanks for your help.

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.

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).

**Support for proposed MI zone (no address given)**

**49. Resident,**

I fully support the mi proposed parking zone.

**50. Resident**

I am now forced to agree to the new parking MI zone arrangements as other surrounding parking zones use our area to park their vehicles to avoid restrictions in their own zones. One question for you when I arrive home late at night and cannot park in my own zone do I have to use a visitors permit to park wherever I can in another zone

**51. Resident**

Thank you for the detail on the proposed residents parking zone MI Middlesex Road Area, I do support the scheme but would like to question the parking on the



north side of Goldsmith Avenue. Currently unless I have miss read the scheme there are no restrictions on the North side?

The issue with this, as now, is all the builders' vans, camper vans, cars from multi car families and unused trailers from the surrounding roads park along this side of road. Currently this happens on both sides of the road and any time past 5.30 pm there is not a parking space to be had.

May I suggest the North side is restricted to three hours no return for 4?

**52. Resident**

I support this proposed parking zone - strongly! I am very much in favour of the proposals as laid out in your letter.

**53. Resident**

I support the parking zone for MI Middlesex Road Area (TRO 17/2020)

**54. Resident**

I totally agree with the changes as I find it more difficult than ever now to park my vehicle on my street. With the parking restrictions on other roads people now park over here.

Furthermore I would like to give also another option in this case.

As per attached copy of image maybe we have to reconsider the one way traffic in order to avoid traffic confusion during school morning times and pick up times.

I have done a small change on the way we may need to consider this if not now but for the future.

Last thing not only I agree for the hours but to have more on a daily base.

For example from 15:00 to 20:00.

**55. Resident**

Hi - just to confirm that we are in favour of the parking permits.

Could I please ask if anyone is monitoring / tracking how often the bus stops on the corners of Devonshire Av/Prince Albert Road please? I'm asking because the bus now runs 7 days a week, which means we have lost extra parking spaces on a Sunday. We never see a bus stop in either of these bus stops and therefore wonder if these bus stops could be removed? This would free up a further 3-4 parking spaces on either side. It would be greatly appreciated if this would be taken into consideration.

**56. Resident**

I would like to strongly support the decision to have a parking zone in this area. Parking is treacherous and frankly dangerous particular in bad weather when residents are tearing around looking for somewhere to park. The overhanging of cars on the corners is also an accident waiting to happen.

However, I question the timings proposed 5.30-6.30 has this enables football supporters when they return to park in our roads. This again is very stressful particularly for residents who need to go out and shop at weekends but then



cannot return because of supporters. All this said, having a residents parking is a stronger issue for me.

I should say as someone who works several evenings these restrictions will probably not serve me, but i believe it offers an even playing field as surrounding areas have parking zones and are currently dumping their vans in our road.

**57. Resident**

In response to the proposed MI parking zone; I feel we have no choice but to accept the zone because the current parking situation is awful. The awful parking situation is caused by:

- 1) The adjacent parking zones
- 2) Football traffic (pre Covid)
- 3) Parents collecting children from Wimborne School

However I think 1700-1900 would be more likely to resolve issue 2 on Saturday while still preventing football traffic on week days as long as it is policed stringently (games start at 1900?? So they would have to park by 1840 to get into the ground??). Plus 1700 would stop some of the issues caused by parents collecting children from after school activities.

Regarding parking permits – does the vehicle have to be registered to the address? My partner’s vehicle is registered in another country so would this cause problems? If a problem how could we resolve this please?

**58. Resident**

I support the proposed parking zone .I think the time 430-630 would be more acceptable to residents. Perhaps the time could be reconsidered.

**Objection to proposed MI zone (from within zone)**

**59. Resident, Clovelly Road**

As a resident of Clovelly Rd, and having received the proposed times of 5.30pm to 7.30pm. I wish to know why our parking times are not the same as the ME zone.This will mean all the teachers continuing to park outside my house, along with all the employers/ employees of businesses in the surrounding area.

Also, as you are fully aware that we have a problem already with the football parking and cannot go out every other Saturday as we will not be able to park until after the football traffic has gone, quite often as late as 6.30 if people decide to go to the pub afterwards.

This will mean that our road will be even more congested than any of the roads in the ME zone as their times are 4.30-6.30 which will mean non of the football traffic will be in that area, but all in ours.

If our zone is not the same as the ME zone, then I cannot see what the benefits are to the residents in this area, so therefore I refuse to pay to park, in an area which we will be worse off, under these ridiculous proposed times This whole scheme is outrageous and is getting worse.

Many thanks to your response.

I would like to pick up on you’re point about allowing better parking opportunity for residents, and therefore reduced parking for non residents.



Based on our location in Clovelly rd, being adjacent to the school will mean that most, if not all of the teaching staff from Wimborne school will be more inclined to park in our road to increase the length of their working day. As we all know teachers don't finish their day when the children leave, and can be at least an hour or two later, depending on the day/ after school meetings etc. Based on these variants it will be easier for them to have guaranteed parking until at least 5.30. The same also applies to employers and employees alike working in the shops on winter rd, they too will want peace of mind for being able to park until the end of their working day, and I believe that some employees are planning to start their day earlier to guarantee that they will be finished in time.

Then we also have the problem of the football which has not been addressed. Every other Saturday we cannot move our cars because it is impossible to park between 1 and 6 pm. People often meet with friends at the pub, before or after the match.

All that has happened with the proposed M1 zone is that you have just pushed the traffic over to us and the MH zone, to enable the football traffic to park. So therefore I feel the points that you raised or relevant or valid to the this location, and I include the support many neighbours who feel your points are not valid. So I now return to my original conclusion of , what exactly are we expected to pay for? And that we were always able to park in this area, before this money making scheme was introduced.

**60. Resident, Clovelly Road**

Your proposal for MI zone is 5.30-7.30. I am not in agreement with this time you have awarded us.

My preference would be 4.30-6.30 or 4.00-6.00.

2 persons live at this address and we are both in agreement with these preferred times NOT the times we have been given.

I hope you take the residents requests in to account and not just go ahead with your allotted times.

I would also like to know how you reached this decision on our given 5.30-7.30.

**61. Resident, Clovelly Road**

When the parking survey was first initiated, we may have been misled but we in the Middlesex Road area were given to understand that the parking permit times would be the same as our neighbouring area ME which is 1630 to 1830

My first question would be: Why are there time differences for different parking zones in the same areas with very similar issues as detailed below?

Other local residents I have spoken with are of the same opinion that the scheme timings of 1730 to 1930 do not in any way benefit the local residents who will ultimately be affected by the proposed MI parking zone. If however you are able to provide details of specific benefits the 1730 – 1930 timings will have over the 1630 – 1830 timings I would be grateful if you could present them and I will pass them on to other residents affected by the MI parking zone.

The issues I would raise are:

Football parking would continue to be a problem for residents unless the 1630 – 1830 time period was the chosen time period for the MI zone, there are 2 games between December and March with 1945 kick off times where the 1930 restriction could help local residents but that would need justification as I do not see many Sunderland fans making a journey by road for a 1945 kick off.



School staff and visitors would continue to be able to take up the local residents parking zone for longer periods and would affect local residents more as in my experience most of the local residents are arriving home between 1630 and 1830. Shop staff would also be to take up the local residents parking zone for longer periods and again would affect the local resident's ability to park nearer to their residence.

I am not sure how the time period of 1730 to 1930 was arrived at and some clarification would be welcome and I would be more than willing to attend any meeting where the MI parking zone is to be discussed, I would be very surprised if there was not a meeting as part of the consultation.

I have copied this e mail in to the Liberal Democrat Councillors who I would strongly urge to listen to the local residents affected by this parking zone.

I would also add that the council would not lose out on any revenue from the parking scheme by changing the times.

You mention a number of reports in your response, would it be possible to receive copies of these reports when they are completed.

You failed to clarify how the time period of 1730 to 1930 was chosen for the MI zone, although for the rationale you did suggest that staggered times make it more difficult for unauthorised vehicles to "hop" between parking zones. I would suggest that the opposite is true in that if the MI zone were given the same time as the ME zone there would be no point in an unauthorised vehicle "hopping into the MI zone.

You mention that some residents feel just as strongly as me that the restrictions should operate later in the evening rather than earlier, why was their time zone chosen without consultation with other residents affected by the scheme and perhaps you should have put it to a vote, I feel I should be entitled to that as it will introduce a number of choices as to when to go out or when to ask family and friends to visit, there is also the financial burden on my family for many years to come.

You did relate to football parking considered under the parking scheme. Well please allow me to reiterate that football parking would continue to be a major problem for residents unless the 1630 – 1830 time period was the chosen time period for the MI zone.

Football parking is the one thing residents have suffered with during the season for many years, we finally thought you might address it but at the moment you are failing to do that. With regards to the evening kick off's you mentioned this is much less of a problem as there are very few scheduled and I do not see many Sunderland fans travelling to Portsmouth for an evening kick off.

You have one chance to get this right as once the scheme is imposed it would be almost impossible to get it changed. I would be more than willing to attend any meeting where the MI parking zone is to be discussed; please send me any details and I will endeavour to attend.

I would also be more than happy to meet with you at the Civic Offices to discuss the issues I have raised.

I am trying to read the reports attached but they are quite long and it would be very time consuming to pick out all the points; I will endeavour to print them out

tomorrow and read them through; however, I am conscious that the consultation responses must be in by today so I am ensuring this e mail is sent before close of play today.

I would like to raise some points from the report from the neighbouring ME Zone, you state in your responses that you do not consider temporary events such as football matches, it has already been highlighted as a problem in other zones as seen in a section of the ME zone report.

5.5 Football match traffic and parking was highlighted by residents as one of the main causes of parking congestion in this area, along with commercial vehicles and vehicles displaced from nearby RPZs. Those attending football matches at Fratton Park are likely to be deterred from parking within the zone, as the "permit holders only" restriction would come into effect before the match finishes.

Despite the above section in the report we are now facing permit times commencing after the match finishes, even though it is agreed that it is one of the main causes of parking congestion in the area.

This goes to further reinforce to me that although work has been done to collate information from local residents, and it being detailed as above – this is still not being addressed by the council, but the system is still being sold as ‘a benefit’ to us, where we can ‘have our say’.

The ME report goes on to say

6.1 Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed ME Haslemere Road area parking zone aims to better manage the on-street parking and how it is used, improving the balance of parking opportunities over all.

6.3 The time slot of 4.30pm-6.30pm aims to make it easier to find a space when the demand for parking is highest; in this case when the majority of residents return from work.

The recommendation to proceed with the ME parking zone is made on the basis that the hours proposed will increase residents' chances of finding a parking space when the demand for parking is highest (i.e. when residents return home from work), and that vehicles without permit will have to move at least once a day, preventing parking spaces being 'blocked' for lengthy periods of time.

We have been forced to accept this permit system because of the significant problem caused by ‘displaced parking’ in non-permit areas.

Every person I have spoken to in relation to parking zones (and there have been many from various areas of the city) see it as a money-making scheme for the council, which can be seen by the significant increase (25%) in the cost of a second permit year on year.

I would still attend any meeting socially distanced or otherwise to discuss the issue further.

Thank you for your response. Helpfully we now have sight of the report for the MI area.



I again note that the comment summary on the parking issue in MI notes parking problems come from:

Displacement from other zones  
Football match days  
School staff and parents

I agree that parking is a problem every day and most commonly in the evening, now additionally due to 'displacement'. However, despite it being very clear from the now published data - the proposed timing is not addressing the football match and school parking at 5.30-7.30pm. Match parking will continue and school staff parking/after school events will still take up valuable parking for people coming home from work in MI areas.

How can a scheme be for the benefit of the local residents when the information and data collected from the survey of local residents does not seem important enough? This scheme only serves to potentially address displacement parking (caused by the introduction of permits) and not crucial and longstanding parking issues affecting local residents.

It is of great concern that data published from the resident surveys appears to be unimportant, previous promises about the permit scheme made to address key issues such as football parking do not address this, and even the decision meeting details at 6.3 noted that 4.30-6.30pm was the time when parking is at the highest demand, but we cannot have that time in MI.

MI residents are being 'lumbered with' 5.30-7.30pm permit parking, not parking that addresses our needs which were confirmed by the MI survey of local residents.

I assume the recent lack of correspondence means that you are unable to reasonably argue the points made in your own reports and survey's in that the parking problems come from:

Displacement from other zones  
Football match days  
School staff and parents

I will now try to contact my local councillor to get his opinion.

**62. Resident, Clovelly Road**

The proposed times of 1730 - 1930 do not benefit the residents of this area and I would propose a new time of 1700 - 19:00. This would enable the football visitors to be able to park and it would mean the teacher staff can stay to 1700.

This would be a fairer time and enable the people who live here to be able to park on return from work.



**63. Resident, Clovelly Road**

I wholeheartedly support the parking restrictions for this area; however, I don't feel that the times for this area's restrictions will benefit the residents fully.

Not only is this area affected by the Winter road shops/Eastney Road shops and patrons parking in the area for that, we are also affected by Wimborne schools with parents parking for morning and afternoon drop offs as well as the school staff using the surrounding roads for parking.

During the day this is not so much an issue for most as they are out of the area at work - but from 3pm onwards it is very difficult to park in Clovelly specifically.

Football/match days is another issue and one of the biggest for this area in my opinion and these times proposed for the restrictions would not really help on match days at all.

The football traffic affects parking in the area from as early as 10am on a Saturday sometimes, by midday there are no spaces in Clovelly and by 2pm it's chaotic with cars parking on double yellows and some just abandoned on the pavement as I have witnessed before! Football supporters could leave the match early to avoid getting a ticket on a Saturday if the proposed time of 17.30-19.30pm was introduced.

Midweek match days cause absolute chaos in the area and there are often no spaces from 4.30pm onwards, making it impossible to park until after 8/9pm or even later if there is a later kick off time.

I believe that the times for the parking restrictions should be all day everyday residents only completely OR they should be inline with the ME zone 4.30pm - 6.30pm and I feel very strongly about the later times of 5.30-7.30pm not really bringing any benefit to local residents.

**64. Resident, Clovelly Road**

We believe the proposed residents parking zone in MI Middlesex Road Area - TRO 17/2020 needs to run from 1630-1830, the same as the MI ZOne on the other side of Winter Road, not 1730-1930.

Main reasons is that it avoids the Saturday football traffic, while still allowing everyone to find a space after work.

**65. Resident, Devonshire Avenue**

I am strongly against having a residents parking zone in this area. I feel that the parking restriction times between 6 and 8pm are pointless because the people that park in Devonshire ave are ones that work in Milton market so will still do so between 9am to 6pm. I strongly object to paying £30 for a parking space I will not get.

I am writing to you about the concerns I have and that of my neighbours about the parking zone suggested for my area which is Devonshire ave.



The first issue is my road (Devonshire ave) is split in half and if I got a permit I would only be able to park on one side of the road.

Secondly, most of us do not want a parking zone because we do not have a problem with parking in Devonshire ave the Eastney end, because we have driveways.

Thirdly, if the parking zone came into practice, the restrictions are only from 6 pm to 8 pm. These times are ridiculous, people park their cars on my road so that they can go to work in Milton village or go shopping. With the zone restrictions, they can still park all day without having a permit.

I would be paying the permit price and still be unable to park in the road.

Please could you inform me of the people on the south/north side of Devonshire ave, that want this zone to be put in place, as I have spoken to most of the households around me and they have rejected it.

The parking zone in the Devonshire ave area if still implemented, would only work if the non-resident exclusion period is from 8am to 8pm with one hour no return in 2hrs, this would make the permit payments justifiable

I am sure whatever you decide to take on board about what I have highlighted, the parking zone will still go-ahead regardless of what was said in the leaflet, as an extra form of revenue for the council.

**66. Resident, Devonshire Avenue**

I am writing this email to object against the proposed parking zone. This measure will not solve the problem, it will only move the problem to the next area (without parking permit) as this has happened before with our area. It's only passing the ball to the next area.

**67. Resident, Devonshire Avenue**

I welcome the arrival of a residents' parking zone here. Parking has always been terrible for us, but much more so as nearby parking zones have come into force. I look forward to a residents' parking zone here which I hope will help.

However, I can't see the sense in making Devonshire Avenue the border between zones MI and MH and giving some people the right to park on both sides. Surely this just creates confusion. Why not end the zone north of Devonshire to keep things simple?

It is not clear who will be eligible to park on Devonshire Avenue itself. Your letter is unclear, saying:

'A shared boundary is proposed for Devonshire Avenue so residents can use their MH or MI permits to park in the bays on either side of the road, rather than be restricted to one side only.'

Which residents? Those who live in Devonshire Ave only, or all those who live in MH and MI?

I have spoken to several neighbours on Devonshire Avenue, all of whom find your letter as confusing as I do. These questions are obviously of huge importance to us and will affect our responses to your survey. I therefore request that you write to everyone affected before the deadline of 2 November to clarify your original



letter, and extend the deadline for responses and additional responses. Please clarify:

1. Who can park on both sides of Devonshire Avenue,  
(a) 'all residents of MH and MI zones', or  
(b) 'only residents of Devonshire Avenue
2. Do the residents of Devonshire Avenue have to purchase two residents' parking permits, one each for both MH and MI zones?
3. Can all residents of MH and MI zones park on both sides of Devonshire Ave?

Please also clarify what you mean by 'bays'. Are you proposing to put in shared bays - which encourage anti-social parking whereby people leave unusable gaps between cars - or in individual car lengths which encourage people to park reasonably close?

In the meantime, please record my responses to your proposals as follows:

1. I welcome the arrival of residents' parking in Devonshire Avenue
2. I object to the boundary going down the middle of Devonshire Avenue because it creates unnecessary confusion
3. I object to being effectively in two parking zones in case this later leads to the retraction of dual zone parking rights, or liability for two parking permits.
4. I request that all residents' parking bays are marked into average car lengths to discourage people from leaving unusable gaps between cars

**68. Resident, Devonshire Avenue**

I object to the MI Middlesex Road area (TRO 17/2020) time restrictions. Why can we not have the same time restrictions as ME i.e. 1630-1830 or at least 1700-1900? The time of 1730-1930 does not benefit the local residents e.g. when football supporters come back to Fratton they will be able to park freely.

The same for Zone MH which is 1800-2000. What benefit is this when people are returning from work before 1800?

Hope you can take this into consideration.

**69. Resident, Essex Road**

We would like to protest AGAINST the MI parking zone. The times specified, 5:30pm - 7:30pm will have absolutely no benefit whatsoever to our family who mostly need to park after 7:30pm.

All that we can see is that this parking zone will just mean what we now have to PAY for still not being able to park in our street. 9 times out of 10 we have to park at the bottom of Bransbury Road anyway and walk back home. This zone just means that we would now have to pay to STILL only be able to park at the bottom of Bransbury Road.



We objected to the first consultation too, but clearly not enough of us are objecting. I therefore see this as a foregone conclusion but I feel this is grossly unfair to us as a family.

**70. Resident, Essex Road**

We object to this proposal on the grounds of its just another way for the council to make money from residents. I also want to see the supposedly positive feedback the council received from residents in the area.

We will not be paying for any permits to park outside our house. I would however support permits for large vans and lorry's as they are the problem.

I look forward to seeing the details of the survey.

Yeah not paying

**71. Resident, Essex Road**

I'm a resident on Essex Rd (MI Zone) and do feel that parking permits are now necessary but I'm not happy with the proposed times.

I finish work at 4pm and return home with my small children between 4:30-5pm. The shops, beauticians and hairdressers will still take up all available parking space until 5:30pm; your proposed permit time. Also, 5:30pm proposal will also mean that on Saturdays, Fratton Park football supporters will be able to use our Road as a car park.

The Winter Rd shops and Football traffic were the key reasons residents reported, caused parking issues in the MI Area.

So why would the Council propose a 5:30pm parking zone?

4:30pm, like adjacent streets would be a more helpful to the residents of the MI parking permit zone.

**72. Resident, Essex Road**

I have had to endure the parking fiasco within my immediate area that occur during certain times of the day.

So I completed the survey and was initially in favour of the scheme however, having read your proposals I now strongly object to this scheme.

I have numerous reasons for my objection which I can supply in writing if requested. Below are some of my views that I have observed

- Proposals have been put forward based on a 35% survey return. Not a true reflection.
- Only got a 49% return for Essex rd. Same comment.
- Based on the limited information received 36% stated problems occur in the evening so your proposal is to have residents only between 17:30 and 19:30, With the current covid outbreak and a large portion of persons working from home should these timings not be re-visited? Another factor to re-considered is the 31% that stated problems arise during the working day and 31% stating the same for nighttime.
- If this 2 hour window was extended to a 4 hour window (timings to be confirmed) it would still allow residents the flexibility of having visitors and



tradesmen by utilising visitor permits and this would deter long term parking by non residents.

This would make residents feel less aggrieved in paying the fee for a 2 hour slot when parking is still not guaranteed

**73. Resident, Essex Road**

In relation to the proposed time line, I would ask that the time slot be 4pm to 8pm, as there is still no guarantee of a space which we would be paying for, is that correct? We have two vehicles so if we have to pay £150pa then I would like the time slots increased. Please advise your intentions with an explanation.

**74. Resident, Essex Road**

We think that having residents parking permits is a good idea and much needed.

Both my husband and my view is that the proposed timing is not suitable for our road. The roads Grayshott, Bramshott etc have parking restrictions of 4.30pm to 6.30pm. Our view is that these times would be far more beneficial to us. One of the reasons for this is when Portsmouth are playing at Fratton Park, the road is completely full by 1pm or earlier and between 5.15pm and 5.30pm before it begins to clear so a parking permit starting at 5.30pm would not solve this problem.

I reiterate that in our view a 4.30pm to 6.30pm parking restriction would be the way forward.

**75. Resident, Essex Road**

As a resident of Essex Road I would comment that a parking zone is urgently required. Since the parking zone was introduced over the other side of Winter road the traffic in our road has been incredibly busy making parking very difficult as both the school and business use our road to park as they cannot stay long enough the other side of Essex road.

The timings suggested of 5.30-7.30 will not reduce the amount of cars in our road as the main use is by teachers at the school and business in Winter road. Also football days and again this time zone will not restrict them parking as Matches are 3-5 and 7.45 in the evening. It will also put us at a disadvantage to the parking zone next door (ME) as they start at 4.30pm.

If the parking zone is to be of use to us it should be the same as ME, 4.30-6.30pm.

**76. Resident, Essex Road**

I would like to put forward my views on the proposed residents parking. I live in Essex Road, and since the restrictions were introduced the other side of Winter Road, parking has become even more difficult, especially around 4 - 5pm

The proposed restrictions between 5.30 to 7.30 will not do anything to help with this, or when the football eventually returns. Why can we not have the same time as the surrounding areas?

I agree with residents parking. I disagree with the times proposed.

Also, please can you tell me what measures are in place to ensure the car used by a disabled person is the car parked in a disabled bay.



**77. Resident, Essex Road**

I oppose these measures on the grounds that.

1. 17:30 - 19:30 I believe should start earlier & operate from 16:00 - 20:00.
2. Unless effectively enforced, will have little or no effect on football traffic. As reported in the Portsmouth News back in 2017. Enforcement will not happen on match days due to threatening behaviour.
3. Operation of the scheme on match days to commence from 1 hour prior to kick off until match completion. Could potentially be enforced by cameras.
4. The cost of fines cover the cost of the initial permit.

**78. Resident, Essex Road**

The restriction should be between 4.30 - 6.30pm as per the adjacent ME parking Zone.

It does not make sense to have different times in these two areas.

Specifically, but not exclusively because on match days the 5.30 - 7.30pm restriction will not deter parking in my road so is basically useless.

Please reconsider the timing and then I would fully support the implementation of parking restrictions in this area.

**79. Resident, Goldsmith Avenue**

I live on Goldsmith Ave and would like to know why the north side of Goldsmith Ave has not been included in this proposal?

I live where there are double yellow lines outside of our houses (south side) as many of us do not have off road parking we rely on spaces opposite (north side) to park close to home. Please allow us the same chance to park close to home as you have with all other residents in the MI permit area by including the north side of Goldsmith Ave (at least in part) into this proposal.

When I completed my survey, I was in favour of permit parking as we have a huge issue with commercial vehicles coming in from other areas of town (where permit parking is already in place) and parking for months on end, taking up available parking spaces for local residents. Excluding the north side of Goldsmith Ave will exacerbate this huge problem and will limit parking for residents here with a potential knock-on effect for residents parking in the roads behind as well.

The MI proposal allows MI permits/3hours waiting limit in other areas to allow for public access to dentist, schools, newsagents etc and this could be used on Goldsmith Ave north side to allow for Milton park or Fratton park users whilst still addressing parking issues for residents.

The survey stated that permit parking is being introduced around the city to relieve congestion and resolve parking issues for local residents and so I am definitely not



in favour of a permit zone that will fail to do this by excluding problem areas such as in this case.

In summary, if the northside of Goldsmith Ave is going to be excluded, further consultation/ repeat surveys are needed here to ascertain how residents feel about this as the original survey was not clear in this regard and if made clear that it would undoubtedly have changed the outcome of your original survey results.

**80. Resident, Goldsmith Avenue**

I OPPOSE THE PROPOSED RESIDENTS PARKING ZONE. IM A RESIDENT OF GOLDSMITH AVENUE. THERE IS NOT ISSUE WITH PARKING SO WHY MAKE IT PERMIT.

**81. Resident, Goldsmith Avenue**

I unequivocally and strongly disagree with the proposed new parking restrictions in the Milton park area. I nor any of my cohabitants have ever struggled to find a space near our house, the new parking restrictions will not aid us in anyway and will only impose a unjust cost on us all.

**82. Resident, Goldsmith Avenue**

I am contacting you with feedback reference the proposal for the MI area. As the proposal stands I do not support it. The inclusion of only the southern side of Goldsmith avenue will cause an overall drop in the quality of parking for those of us that live on Goldsmith avenue. The northern side of Goldsmith Ave is already plagued with commercial vehicles and vans/camper vans being left for long periods of time, sometimes stretching into months, many of which are not owned by local residents. As commercial vehicles have more expensive permits, we are likely to see that the northern side will effectively become overwhelmed with non permit vans, visitors and little used 2nd or 3rd vehicles for which residents do not wish to purchase permits. Only by the inclusion of both sides of Goldsmith avenue can I support this proposal. I understand that visitors to Milton park require a solution, and this should be easy to incorporate, such as 2 hour waiting only or a permit period out of usual hours.

I will re-iterate, that as this proposal stands, this will reduce the parking environment for Goldsmith avenue residents, whilst forcing them to pay to park in their own street.

**83. Resident, Goldsmith Avenue**

I was in favour of parking permits for our area as we have a huge problem on goldsmith avenue with everyone from permit areas parking there including a large number of commercial vehicles taking up multiple spaces each.

However the current MI proposal will only make it considerably worse.

By not including the north side of goldsmith avenue along milton park in the scheme it will constantly be used by vehicles from other areas both cars and vans. not only will this mean that us residents will have no where to park even when we are paying for permits but no one will ever be able to park to go to the park.

This seems like a big mistake and oversight on your part.



We need the northside of goldsmith avenue to be included in this proposal with permit only 5.30pm to 7.30pm or a 3 hour parking limit with permit holders exempt, otherwise all tax paying voters that live on goldsmith avenue will be severely effected and unable to park even when paying for it.

Re your comments: The current proposal only includes the south side of Goldsmith Avenue, to give priority over parking in front of the properties to residents.

Please note we do not have parking in front of our property as it is double yellow lines, the parking spaces opposite on the northside of Goldsmith Ave are the nearest available parking spaces for us.

**84. Resident, Goldsmith Avenue**

I wish to register my opposition to the proposed Middlesex Road Residents Parking Zone. In the advertised plans the Zone includes the Southern side of Goldsmith Avenue from Milton Road to Priory Crescent and the roads south of this part of Goldsmith Avenue to Devonshire Avenue. We are unable to create off road parking. We are unable to park outside our house and park in Priory Crescent or Goldsmith Avenue when we can. There is residents parking all around us and there is extreme pressure on the current unrestricted parking, many people from the surrounding residents parking zones ready use the unrestricted parking for second cars and business vehicles. The proposed Middlesex Road Residents Parking Zone will increase pressure on the already limited parking and exclude us from this proposed new parking zone. Please reconsider this plan to include the needs of the residents of the first few houses on the North side of Goldsmith Avenue and in Priory Crescent.

**85. Resident, Goldsmith Avenue**

We agree in principle for residents to be able to park in the vicinity of the home, however a scale of charges proposed is unfair, and numbers of vehicles allowed, offensive.

These are all legal ,taxed & MoT'd. Each vehicle ( both everyday cars and work vehicle's ) should be charged at the same £30 each.

As a large house & we are all driving adults, have 3 cars on the road & 2 work Van's. One van registered at the home address & one at the work address. My relative uses their car to go to work & social use, my lodger has a car for social & Has to use the "building" work van daily.

My concerns is we pay more council tax as a large house & do not get any benefit in the area compared to other houses in the road / area.

All other houses in the area house fewer residents! Please take this in consideration.

We had a driveway built and a letter of approval from the Leader of the Council saying all properties in the Goldsmith Ave road were able to have an off road parking facility on the property, due to Pompey football events & serious parking issues, and would be granted this. We applied for the 6 meter dropped kerb & entrance lines & were refused on some inane reasons , i.e. safety issues whilst " backing onto Goldsmith Ave, We would reverse on to the drive way & face forward out onto the road. The space allowed will allow this as we have done this regularly, WHEN NOBODY ELSE PARKS THERE & BLOCKS THE ENTRANCE.



Next door put in for dropped kerb and was rejected and there will always be others who will put in for application ?

The next issue is that we bought the house for the park view being across the road, Now littered with other people's Van's, Lorrys , Campers & so on, Who do not live on Or near to Goldsmith Ave. The North side is not being restricted to Goldsmith residents ONLY as would seem reasonable. In fact Commercial vehicles of over 3499kgs should Have to be parked in a lorry park or left at work addresses. We are fed up of Argos type Van's & Scaffold lorrys being dumped Friday PM & make a lot of noise early Monday morning.

We accept everybody needs to work, but a van for a resident IN THAT STREET is acceptable, NOT in any other road. There should be an open meeting held by the Council, after the lockdown to be able to see & hear the discussion & clearly see the debate first hand & NOT behind closed doors.

**86. Resident, Prince Albert Road**

After reading the proposals I have to say how unhappy I am that such a thing is allowed to be installed. I have health issues and do not drive.im now going to be charged to have people visit or help me out because other people are too lazy to walk round the corner to their houses. I do not have the health to go get visitors passes. If I need help with a task from someone such as collecting my pets meds or shopping then they tend to help out after they finish work, they won't be able to help now. Life just got that bit harder

Households without a car should be allowed to pay £30 for the year just like households with a car. We're being penalised in my eyes

**87. Resident, Suffolk Road**

I STRONGLY oppose a parking zone in Suffolk Road, there is no problem with parking, as for the assertion that people in zones That have already been introduced, find it easier to park, from friends that live in Pretoria Rd, and elsewhere it has actually made it harder to find a parking space.

You asked us these questions a few years ago, and the people rejected them, why are you asking again?

I thought it was only the tory party that kept asking the same question until they got the answer they wanted

If by chance you do get a slim majority voting for the scheme, can you assure us that a year later, as residents we will get a second vote, and if things are not to our liking, we can vote to reverse this unneeded scheme?

Thank you very much for your reply, but you start with the erroneous conclusion that there is a severe parking congestion problem, there is not, have you already made up your minds, and is this nothing but a box ticking exercise, to do what you want anyway, as I pointed out in my initial post, you have already asked us this question and it was rejected, if it again gets rejected, how many years until it is asked again? We do not need a parking zone in Suffolk Rd.



**88. Resident, Suffolk Road**

Reference above, having raised questions before and not had a response from anyone, I am raising them again and also wish to object to this proposal and once again ask why the council is not considering making some of these roads one way, which would be very useful in mine (Suffolk) and has worked well in other streets in the area.

I do not have a car but my relative is my carer, they live in another part of Portsmouth, and needs to be able to park in the street as they visit often to care for me, bring my shopping, laundry etc and takes me to GP and hospital visits etc - Are they going to be able to get a parking permit?

Why are you charging £30 per year for these if it is all being done electronically? Surely your admin costs should be lower than that if there is no paper trail.

Reference visitor parking – you say in your letter that these have to be purchased electronically, as an elderly partially sighted person I cannot do this and the local library is not terribly accessible to me so would like more detail as to where else I can get these scratch cards.

Please also confirm when during the day/night parking permits will be required in Suffolk Road as your letter is not clear.

Once again, I wish to register my objection to this scheme as I do not believe it will resolve the parking issues and believe the bigger issue in this area is cars getting up and down the road and using these roads as cut throughs to main roads, I feel that this scheme is the council's way of making money. You say you have had a positive response to an informal survey, can you evidence this, as everyone I have spoken to either didn't complete it or objected to it or did not know they would have to pay for it.

I look forward to actually receiving a response to my concerns, but I am sure you will just go ahead and do this with or without the residents' agreement.

**89. Resident, Suffolk Road**

We OBJECT to the above proposed parking zone.

**90. Resident, Teddington Road**

I am writing to voice my objections to the proposal for a residents' parking zone in the Teddington Road area.

My reasons for objecting are as follows:

- I do not think I should have to pay to be able to park outside my own home.
- I live in a multi-person house. All of us work, and therefore need cars for our commutes. Reading that only two of us may receive permits to park our cars by the house is concerning! (I realised that this is subject to how many permits are requested, but the possibility of one of us being not permitted to park in our 'zone' on returning from work is ludicrous).
- Though I understand that the area can be busy for parking at certain times, instating permit parking will surely only move the congestion elsewhere, outside



the permitted zone, as other households like my own may need to park further afield.

**91. Resident, Teddington Road**

My view is that the proposed parking zone for the Middlesex road area is a step in the right direction. However, the restriction time needs to be extended to 9pm in the evenings to deter non residents parking in the zone.

I am an example of someone who's disadvantaged as I work and often return home at 1.30am, and often walking long distances due to no parking being available, or I have previously been threatened when walking home from work.

Therefore, extending the restriction time in the evenings would assist all residents as many non residents would park at or soon after 7.30, this is unlikely to happen after 9pm and would make the parking zone for its purpose.

**92. Resident, Teddington Road**

I'm writing to oppose the above proposed parking zone.

Although parking here can be difficult at times, I do not want to have to pay for the privilege of parking my car at home. My main objection is that I just don't think it is necessary but in addition to that, I think it is wrong to limit the number of permits available and to have such ridiculous fees for 2nd and 3rd permits.

Anyone owning a car should expect to have the right to park it near to their home. If there are more than two adults living at an address, why should they not all be guaranteed a parking permit for that address? What gives the council the right to decide that law-abiding, tax-paying adults should not own their own car by telling them they will not be allowed to park it near their own home? Whatever the green or environmental arguments might be, you are still wrong to inhibit people's freedom of choice in such a way.

As you are not producing physical permits but just holding a digital record, how on earth can the cost of a second permit be justified at four times the cost and a third at ten times the cost? You will doubtless argue that you are trying to discourage multiple cars per household to ease parking but, as I said earlier, what gives you that right to try to inhibit people's freedom of choice in owning a car? I think the cost per permit should be the base rate per person, not per household. If one person has more than 1 car registered in their name, then maybe fair enough to charge more. If I pay £30 for a permit, why should my wife have to pay £120 for hers and my child, if they are fortunate enough to even be allowed a permit, pay £300? It is just so wrong. Car owners already pay plenty in tax for the privilege, another 'stealth tax' on them really seems unfair.

I fully expect all of this to fall on deaf ears and the scheme to be approved by a small majority of people who will genuinely believe that it will mean they can always park outside their own homes. They will be sorely disappointed by the reality and even more so when the annual cost of permits goes up and up each year.



**93. Resident, Teddington Road**

I OBJECT to the proposed residents parking in the Middlesex Road area.

Having to pay £450 for 3 cars and not getting a guaranteed parking space in my road is appalling.

**94. Resident, Wimborne Road**

You are planning on bringing in a parking zone to Wimborne Road. Parking has been terrible since you brought in Parking zone ME. Every business on Winter road AND all the school teacher park down Wimborne Road. You are now bringing in a parking zone to Wimborne Road BUT the time period is 5:30pm to 7pm. The time period for ME zone is 4:30pm to 6:30pm. THEREFORE, All the business will choose to park down our road as it starts an hour later then the ME zone. The school teachers will do the same. The new parking zone for Wimborne Road should be the same times as ME zone or it is unfair! If the zones are the same zones then the businesses and teachers will choose any street in the surrounding area rather than just our later time zoned road.

**95. Resident, Wimborne Road**

I am very much in favour of parking zones (but not the first car charge) therefore I would like to ask a couple of questions about the MI area proposals which includes Wimborne Road where I live.

In your proposals there are some concerns that I don't think have been considered and those that have I feel should be looked at more in depth to help the residents.

**Football Parking on Match Days**

Football parking during weekends has no restrictions unless the kick off is after 3pm

Football parking mid-week has a restriction from 7.30pm

There is nothing more frustration when having been out especially Saturday morning shopping and not being able to park after lunch and also when family visit during the afternoon not being able to park. I know when bought the property we were aware of this situation, but it is a shame something could not be done to help this situation now. There needs to be a park and ride schemes for football fans.

**Teachers Parking**

Teachers parking during term time is also a problem, between the two schools they must have a considerable amount of staff (50+) who mostly park in Wimborne/Evans Road during the day – again causes problems for residents especially now we are both retired – the proposed parking zone does not address this. Should the council/school not encourage more car sharing or parking in other roads in the proximity?

And the following needs looking at and possibly revisiting:

Waiting Limit Times



Waiting times why has the whole road not been given a 3 hour waiting time and no return within 4 hours – lots of areas in the city have this and why has just one side with about 3 car spaces been given this waiting restriction?

**Permit Holder Times**

I am not keen on the 5.30-7.30pm permit times – I have several interests that I attend in the evenings during each week and feel that the road will fill up after 5.30pm with people from other roads in the MI area as people know that one side of the road should be available for parking as the school takes up the whole of one side. It's used as an overflow car park.

When you calculate your permit numbers will the whole of the school side be included for parking?

I would like to see permit parking be extended through out the night to 6am in the morning – what are your objections to that?

Why start at 5.30pm is that so the teachers don't need a permit? – most of the areas are 4.30pm

Finally I would like to see Wimborne Road one way travelling East and Evans Roads one way travelling West to ease the congestion in the morning with school drop offs – someone will get seriously injured one day

**96. Resident, Wimborne Road**

In response to your letter regarding the MI Residents' Parking Zone, I agree that it is needed, mainly due to the introduction of the ME zone in February which has caused an over flow into our roads.

However I see no advantage in the proposed times of 5.30 to 7.30 as it does not meet our needs.

Firstly it will allow football traffic to park on a Saturday as the matches finish at 16.45. We will bear the brunt of this as ME zone is 4.30 to 6.30 and therefore no football traffic will be able to park there.

Secondly our major problem is Wimborne Primary School and the amount of cars parked by the staff in our road. It is almost impossible to park back in our road during the day. I feel that the timing of the RPZ has been chosen to be beneficial to the school and not the residents. Would it be possible to add an extra restriction i.e. 12 to 1pm for instance?

Perhaps the staff could be encouraged to participate in the council's Workplace Sustainable Travel Fund scheme and free up some space in our overcrowded road.

In essence I do support the introduction of the RPZ but I feel modifications need to be made.

**97. School, Wimborne Road**

I am writing to object to the proposal to introduce parking restrictions in the streets surrounding the school. Unlike many schools in the city, we have no on-site parking that could help alleviate any of the following issues. The reasons for my objections are as follows:



1. The school does not close when the pupils leave. Teachers work on into the late afternoon and evening and also carry heavy loads of books to and from the school. This makes the use of public transport impractical. It is unreasonable to expect these keyworkers to pay £30 to be able to park close to the school.
2. Other members of staff who are no classroom-based also work after 5:30pm (e.g. caretakers). It is unreasonable to expect these staff, or the school on their behalf, to pay for a business parking permit. There is no rationale to treat non-classroom based staff, who are also keyworkers and essential to the operation of our school, differently from classroom-based staff.
3. Our cleaners work from 3:30pm to 5:30pm so would not be able to move a vehicle prior to 5:30pm. These are low paid staff who are absolutely essential to the safe operation of our school. It is not easy to recruit cleaners and an inability to park near the school is likely to impact our ability to recruit.
4. On site wrap around childcare is open until 6pm. Parents arriving to collect their children between 5:30pm and 6:00pm would not be able to park in the vicinity of the school. For a parent who is working up to 5:30pm it is not necessarily going to be feasible for them to drive home and then make their way to school on foot to collect small and tired children on a dark and wet evening.
5. The school is open to the community in the evenings and available to different organisations to hire at nominal rates e.g. rainbows, brownies, guides, sports clubs. Parents need to be able to stop and drop off and collect their children.
6. Our governors, who are all volunteers, need to attend governor meetings which take place in the evening between 5:15pm and 7:15pm. They do not all live in walking distance of the school. An inability to park in the vicinity of the school would affect our ability to attract volunteers to this vital role.
7. There is no car park anywhere in the local area, so no alternative option for anyone needing to come to the school after 5:30pm.

I note your proposal to include 2 areas with limited waiting outside the school with waiting limited to 3 hours up to 8pm. The reality of this is that anyone wanting to park overnight can park in these spaces from 5pm and leave their vehicles there until 8am on the following day. This means that those spaces will, in practice, not be available to people arriving after 5pm.

For these reasons, I object to the proposal.

**98. Resident, Winter Road**

At present I park in the ME Parking Zone opposite my house because of the double yellow lines in Winter Road.

At the time when the ME Zone was proposed I parked my car in Heyshott Road in the proposed ME Zone.

I phoned the Leader of the Council for advice concerning this and he advised me that I could choose to park in the roads on either side of Winter Road, so I chose to remain parking in Heyshott Road, in the new ME Zone and at present I am registered in this zone.



I have now received a letter proposing a new MI parking Zone (TRO 17/2020), which includes our home on the East Side of Winter Road. The letter says that we have to change from parking in the ME Zone, in the road which is closest to our house (Heyshott Road, which we overlook) and now park in a road which is further away from our house.

Since Winter Road falls across two boundaries, ME and the new MI zone I respectfully ask if I can be given permission to continue to park in the ME Zone opposite my house in Winter Road.

This question is especially relevant to Winter Road since, in the proposal letter, it mentions that:- Since Devonshire Avenue falls across two boundaries, MH, and MI, the residents in Devonshire Avenue can choose to park on either side of the road.

It would seem that exactly the same situation applies to Winter Road, as it does to residents in Devonshire Avenue and that the residents in Winter Road could be allowed to continue to park on either side of the road as they have done in the past - in either the ME Zone, or the new MI Zone. I respectfully ask you for your permission to do so and so continue to park in the ME Zone as originally advised by the Leader of the Council.

I am afraid I am not happy to support your current proposals which state that residents on the East side of Winter Road will not be allowed to continue to park in the ME Zone for which I have a permit.

I would like to address your comments regarding crossing Winter Road to get to the said ME parking zone in which I park.

The section of Winter Road in which I live, on the East side, stretches from Devonshire Avenue to Goldsmith Avenue.

In this section of Winter Road the West side is populated completely with shops - and so when my wife and I do our shopping at the Co-op, or other shops, we have to cross the road to do so. As a result of this, I spend most of my time on the West side of Winter Road and cross the road numerous times. Thus it is no trouble whatsoever to park across the road in the ME Zone for which I have a permit.

When the ME Zone came into operation, on the West side of Winter Road, I was told by the Leader of the Council that I could choose to park on either side of the road because of the yellow lines in Winter Road.

I chose to park in the ME Zone because Heyshott Road in which I usually park, is directly opposite our house and I can normally park there with no trouble, quite close to our house, just across the road. Since my wife and I are elderly this is a distinct advantage for us both.



This is directly relevant since the side roads on the East side of Winter Road are usually full of cars and to park on the East side would mean parking large distances from our house.

The main criteria generally it would seem for residents parking is the freedom to park in the road where residents live. When this criteria cannot be met due to yellow lines on a main road, for example, and the residents cannot then park in the road in which they live, surely, it is felt, the unfortunate residents should be given the freedom to choose which zone, on either side of their main road, they wish to park in to minimise their inconvenience!

When I sought advice from the Leader of the Council concerning this situation, he advised me that I could choose to park in the side roads on either side of Winter Road.

Because the residents living in Winter Road have access to the roads joining Winter Road on either side, I feel they should be allowed to choose to park in a zone on either side of the main road according to their freedom of choice as it is proposed that the residents in Devonshire Avenue will be able to do. This is what the Leader of the Council advised me that I could do. They should not have this choice taken from them causing trauma!

Without doubt the residents living in this section of Winter Road should not be penalised still further because they have yellow lines in their road with no parking facilities. Because of these yellow lines I feel they should be given the choice to park in the side roads on either side of Winter Road. It would seem this is the best reason for allowing the residents to choose to park in the zone of their choice on either side of their road.

Unlike Winter Road, it is proposed that residents living in Devonshire Avenue will still be able to enjoy parking facilities on both sides of the road they live in even though it will be two different zones – and in addition to this convenience they will be given an extra bonus by being able to choose to park in parking zones on either side of Devonshire Avenue as well!

I feel that Winter Road should be given this choice as well.

It would seem that the criteria used to support this contrasting state of affairs is wrong and totally unfair and I respectfully request again that I can be allowed to continue to park in and retain my permit for the ME zone.

**99. Resident, Winter Road**

To whom it may concern, I wholly object to the current proposals as it then moves the parking problem on to other areas within the city.

The current parking charges are overpriced and I feel lower income families who may need their cars will be disadvantaged by this.

During lockdown when all restrictions were lifted there was never a problem in the area to park a car.



**100. Resident, Woodmancote Road**

View on zone mi middlesex Road area...

Where do I start.. the problem i have here in woodmancote Road is that most houses in the Road have 2-3 cars... we have one car and I still never ever get in the road after returning home from work... even when its 4-5 pm.

I had to park by eastney swimming baths last week, its only going to make matters a lot worse.

The other problem is my partner is disabled so does that mean if we get a bay put outside will i still be able to use it,as its supposed to be only curtesy .

The other problem is football days is an even bigger problem as most of us in the road can never get parked on match day so will cause even more frustration for residents.

This is also a really bad idea for visitors having to pay, my partner being disabled needs support every other day this is not acceptable that for an hour visit to pay £1.15 every other day..unless there is a scheme for the helper to use.

Upon looking at the table score on website, was most shocked to see most people scoring views.

I can't see this making things any better, I can see this making more problems than before.

Hope you can take this into prospective.

**101. Resident, Woodmancote Road**

The City Council rationale for charging residents for parking permits has been cited as 'detering ' Long Term Parking by non-residents and improve parking opportunities for Residents when they need it most'. The City Council also explain that 'Parking Restrictions can also encourage commuters and local employees to consider alternative ways of getting to work as anyone driving by car has an impact on parking availability, traffic congestion and air quality. All day parking can .... cause problems for visitors to residential properties'.

In the original Parking survey that was conducted in this zone, the key parking issues that were identified by residents in Woodmancote Rd were Football supporters (who park on Saturday afternoons and weekday evenings prior to the normal 7.45- 8 pm kick off) and School Staff of Wimbourne Primary School (who park in Woodmancote Rd from 7.30 a.m.- 5pm).

I object to the proposed timing of the M1 Zone residents parking proposal of 5.30-7.30 because these two major parking issues will be completely unaffected by the timing of the proposed M1 zone. The football fans will have ample time to park in Woodmancote Rd and walk to the ground in time for kick off and School Staff will be able to park in our Rd all day as is their current practice. We will in effect be paying for a scheme that is utterly useless to us as residents and would fail to meet the Councils stated objectives.

I strongly propose that the Council review the proposed time of the parking zone and ensure that a solution to the parking problem covers both of those issues. A logical scheme in Woodmancote Rd would for example cover two separate hour long parking restrictions- I would suggest that the most appropriate timings would



be 2-3 in the afternoon and 7-8 in the evening ( I note that Devonshire South zone is being proposed as restricted until 8 thus placing them in a more favourable position regarding football parking despite them being further away from the ground) . This would ensure that Football and School commuters would be forced to seek alternative ways of travelling thus meeting the objectives and rational as stated by the Council in its proposal.

In essence, Woodmancote Rd requires a parking scheme that effectively addresses the issues raised by residents in the Parking questionnaire and the timings of this proposed scheme does not fulfil that expectation.

**102. Resident, Woodmancote Road**

I'm writing regarding the suggested parking permits, to which I am afraid I am opposed, for the following reasons.

1) There is limited space along the road, which of course no-one disputes! However, the reality is that the vast majority of cars that park along the street are already residents. A permit situation would not change the lack of parking space availability, in my opinion, not least because non-residents currently have little reason to park on the street, given the current COVID situation.

2) Our house is comprised of young working professionals. Two of us are essential workers who work shifts (including nights), and all of us require a car to get to and from work. A lack of permits would practically be extremely limiting, and would probably result in our house becoming an unviable place to live for work. Without a permit, one or more of us would have to move out.

3) The cost of the permits (£150/year for a household with 2 cars, or £450 for our household) would come at a time when many families are already struggling along the street as a result of the current economic situation.

**103. Resident, Woodmancote Road**

I would like to raise my objection to the permitting of my area as I am a resident on woodmancote road.

My housemates are key workers that do shifts and I have also require to drive for my job.

I do not see that permits would improve parking with the exception when there is a game at Fratton park when fans try to park for free.

Parking would be improved if many of the existing residents parked more considerately as most evenings at there is the possibility for at least 2 or 3 extra spaces. Double yellow lines are also inconsistent at the end of roads which could free up some more spaces.

In some cases motorcycles are often the cause of wasted spaces in our street. If they are going to be exempt does this mean they will be in encouraged to park in designated spots.



With the council potentially receiving a large amount of money from this potential permitting, what do they propose to do with it? especially when most family's are tight on money. I would hope to see initiatives to increase charging and better parking layouts proposed.

**104. Resident, Woodmancote Road**

Not that it really makes any difference but we object to this scheme. Parking is clearly a problem but the proposal is unlikely to help for a number of reasons:

- A lot of houses have at least 2 cars so this won't alleviate the parking problem - people will just pay for the permits. We will just pay money to have largely the same parking problems. If you insist on charging residents then I would like to see something in return.
- The proposed scheme is not extensive enough and outdated. If you're going to introduce a scheme have it cover a wider time period as this assumes the only time people struggle to park is in the eve. Lots of people no longer work 9 - 5 and more people work from home so more cars are around during the day.
- It may eliminate some long term parking but that will just get forced to the next area. Parking has always been a problem, but has got worse since neighbouring areas have had schemes introduced. Maybe that is what your intention is to force parking charges across the city?
- 5.30 - 7.30 will do nothing to impact parking problems caused by school run, match day parking on Saturdays (one upside of the pandemic is that this won't happen for a while), people who work in nearby schools, people using the shops in Eastney and Winter Road. Many people travelling into Southsea can use public transport and or park and ride. As for kids being driven to school - there is a narrow catchment area so do they really need to be driven less than a mile? Shoppers are often people who live in Southsea but choose to drive to say pick up a few bits in co-op and get a takeaway - you can still order from local businesses online or walk / cycle. In short there are flimsy reasons as to why people other than residents need to drive to this area and park and people who do this have lots of options. Whereas many residents need cars to travel outside of the city for work to places where public transport is not viable.

Thanks for the response

Parking zones are not considered solely in relation to temporary events such as football matches. - There is a match on a Sat every other Sat for 9 months of the year and has been this way for 100 plus years so hardly temporary. Try parking in the proposed MI zone on a Sat match day and tell me there is not a problem. There's no football at the moment but this won't be the case forever. Again your proposal won't help with this. On a match day we are locked in. People park in the area because they don't want to pay the £5 the club charges or use the train / park and ride. There are a lot of options open to people attending football.

24 Hours Parking - Not suggesting that, just suggesting that you have it run for a wider time frame. All your proposed scheme will do is deal with some long term parking and commercial vehicles, which is a problem but not the only one and won't deal with people parking for work during the day which is also a problem and one your scheme seems to have overlooked. If you're going to the time expense



and trouble of introducing a permit scheme do it in a way that makes a difference. For example people parking in the area for work or associated with schools or trades people working. See attached a photo which shows Woodmancote road packed and is typical for this time and in the afternoon. This is caused largely by teachers parking, trades people working etc and it's hard for residents to provide a space. Again the working world is changing - people rarely work 9 - 5, increasingly work from home and often pop out during the day and can struggle to park on return. If you're going to make me pay for this, give me a bit more for my money.

Ultimately there is higher demand for spaces than supply. Economically you can either ban certain users or charge to discourage. Why not introduce permits for people who travel into the area for work and park all day / part of the day. This will encourage them to seek alternative options or pay - why can't a tradesperson working on a job charging thousands be charged a few quid for parking? At the moment the burden of cost for this scheme seems to be with the residents who pay for PCC as opposed to people parking who are often travelling in from outside the city which seems a little unfair.

**Objection to proposed MI zone (no address given)**

**105. Resident**

I am just emailing to voice my opinion on the proposed idea to make it an MI zone. I object to the idea as I don't believe it needs to change.

**106. Resident**

After receiving letter regarding MI parking zone which asks for me to send my views my views are:

1. Parking is a problem all over Portsmouth which has been made worse with residents parking zones.
2. Parking zones cause a knock on effect to areas with no zone so the sensible (common sense) thing would be to scrap parking zones in Portsmouth altogether but this unfortunately will never happen because the council make money from it.
3. As a resident I will now have to be conscious (worried) when I have visitors getting them to put a scratch card in their cars. A inconvenience, expense and embarrassment.
4. Parking Zone should be called Parking Tax because that's what it is. A legal form of extortion.
5. It's probably already been decided that the whole of Portsmouth will become a parking zone but if there is the slightest chance of reversing this ridiculous parking zone nonsense please do and give people of Portsmouth a break from extra expense and worry.

**107. Resident**

I wish to inform you that I object to the proposed MI parking zone. If all residents buy a permit we end up in exactly the same situation as now. I feel we will be paying and still not have a guaranteed parking space. It is not that people from outside park on our road the issue is that everyone on our Rd seems to have two cars & badly park them. It's just a money making scheme by yourselves - have you ever thought that those that did not reply to the previous consultation letters assumed by not replying it wld not go ahead ie that you'd need more than 50% of



residents to reply & say yes rather than 50% of those that reply to say yes.  
Anyway that is my view.

**108. Resident**

I pay my community charge in full, i do not agree that i should pay to park in the place i live.

I also do not agree to the permit only stopping parking between 5.30 and 7.30 all the area should be parking for 3 hours only for the whole day unless you have a permit, or not do it.!!!

**109. Resident**

We object to the parking permit proposal it's another way for the council make money out of residents and what are we paying for? The terrible parking situation that's it!

It would. It give us anything new, we are already parking in other streets or on the yellows after driving round ten times over and paying parking tickets.

I would also like to see the positive feedback from other residents?

Not happy about the proposal at all. It won't allow us a space near or in our road so The same situation as we have now but we would have to pay for it. No thank you.

**110. Resident**

I object to the proposals as I do not think 2 hour parking limit between 5.30pm and 7.30pm will make much of a difference whatsoever.

I dont take my car out at night because you cant find a space, so I cycle or dont go. The football traffic which is a major issue in these roads is not stopped by this 2 hour curfew so I really dont see that it will make that much difference to most households.

Those people that have several cars will just pay or find ways around it, interesting to see if it would make a difference., but friends that have been put in these zones say not. Apart from anything else you only have half a road in the scheme for Goldsmith Avenue and Prince Albert Road. so Im guessing the other half will be pay to park or where all the excess cars will go. Not very helpful really.

I realise that parking is a problem all over Portsmouth and keep an open mind to these schemes, but the people I know who are in them say they make no difference.

**111. Resident**

I do not agree with the proposed timing for the Mi zone, 530/730, As I believe 6 to 8 would be a better time in light of the football parking issues

**112. Resident**

Although I would support some form of parking restrictions I do not believe that the proposed system will have any impact and the majority of the residents within this area will still find themselves without parking.

Firstly the restrictions would not benefit my wife and I in any capacity during the week. She works and does not get home until around 2045 by which time she has to park one or two streets away because all spaces are taken.



Secondly when the football returns our area becomes an overflow car park for match attendees wanting free parking and again the restrictions would not alleviate this in any way whatsoever.

Why couldn't we use the same restrictions as central Southsea of 3 hours no return within 4...

This would make much more of an impact and would actually benefit the majority and not the few.

As with the current proposal I will have to purchase two permits regardless if I benefit from it or not.

We are happy to pay for permits but this is an ineffective way to control the traffic issue in the area.

The only benefit I can see is to generate a handsome revenue for the council.

**113. Resident**

Please do not implement residents parking in the MI Middlesex Rd area These schemes simply do not work and become another bill to pay and they over complicate an already difficult problem

I am strongly opposed

**114. Resident**

I am writing to place my objections for resident parking in my area. Targeting the motorist is an easy way for the PCC to rip off the rate payers We do not want this zone

**115. Resident**

My road is up for being zoned. What I find very annoying is you zone an area and people in that zoned area will park in an unzoned area so what's happening people in the unzoned get annoyed people parking from other areas. So then council come along asking if residents want their road zoned yes they will won't they!!!! Why on earth did the council not zone the whole areas instead of street by street. We are pensioners and we have a car and camper van which we have to park outside our house now it looks like we now have to get rid of it our only source of holidays . I know the city is over run with cars and parking is a problem and students with cars who don't use them until they go home it's frustrating. And charges are a bit steep. The millions the council is making on this I hope it's made public how this money is to be used???

**Unclear if support or objection (from within zone)**

**116. Resident, Clovelly Road**

I live in clovelly road and at present get very frustrated at not being able to park, to the point if things do not improve I would look to moving.

I am strongly in favour of permits but am concerned with different roads having different restrictions, Clovelly road is used by Wimborne school teachers and people who walk their dogs in Milton park and there are often cars parked here for days and sometimes weeks on end. I think we would benefit from the same restrictions as outside Wimborne school.



**117. Resident, Clovelly Road**

I think the proposals will benefit residents in the MI zone, given the ripple effect that has led to more non-residents parking in this area than before the neighbouring ME zone was created. People who can no longer park in that zone park here instead. Where there is a third or commercial vehicle at a particular address they park those cars and vans here too. So the situation will be better for us (that day cannot come soon enough) and worse for residents east of Eastney Road.

However, 5.30-7.30pm is too late, especially as it's 4.30-6.30pm in neighbouring ME zone. Many of my neighbours feel the same. My relative and their partner live in this proposed zone and both get home around 5pm so 5.30pm is too late for them.

There are a lot of young families around here. Many parents of young children rush back to give the kids their tea, only to find there's nowhere to park.

Also it's impossible to park anywhere in this zone when Pompey are playing at home. Residents don't go out when there's a home match on a Saturday afternoon because there is nowhere to park if we get back before 5-5.30pm. So, once again, 5.30pm is too late. 4.30-6.30pm would be so much better. As things stand we'll get even more cars on match days because they'll be unable to park in ME zone. Even if you change it to 5-7pm that would help a little.

I do hope you will not only consult us but act on the genuine feedback of residents who will have to live with the impact of the decisions you make. The money we pay for our permits will be worth it then.

**118. Resident, Devonshire Avenue**

Regarding above we are broadly in favour of a residents parking zone due to the displacement problems caused by neighbouring zones and cars, work vans, trucks etc being parked overnight and during the day by people who are not residents.

The proposed times of 5:30pm to 7:30pm will assist but do nothing to alleviate overnight parking and other parking problems. A restriction of 2 hours parking and no return with 4 hours at all times (residents exempt) would have helped solve all the issues that affect residents in this busy area.

I would like these views represented at any Council meeting that occurs in relation to the final decision on the proposed regulations.

**119. Resident, Devonshire Avenue**

I am writing to you to say that I believe that people that live in Devonshire Ave should be able to park on both sides of the road when the new permits are enforced. Ideally I think that both MI and MH being one zone would have been a good idea.

**120. Business, Eastney Road**

We have seen the parking zone proposals and have a question about the already existing 1 hour parking that on the map seems to be included in the permit area . The 1 hour parking is up till 6 pm , is this going to be part of the new permit time ?



We think that a few of the shops are open later than 6 and if all 1 hour is gone to permit then their customers will have no parking except on Eastney Road .

**121. Resident, Goldsmith Avenue**

I am in full support of the parking zone implementation. I have spotted that the North boundary of the MI zone only covers the South side of Goldsmith Avenue. I am worried that this will not actually solve the parking issue and it will cause the entire street to be occupied by the vehicles of the businesses that are causing the problem. The North side of Goldsmith Avenue will essentially become a long term car park for vans/lorries.

I would request that the MI zone is extended to include the North side of Goldsmith Avenue, or some other restrictions are put in place to remedy the long term parking issue. I note that there is a restriction on coaches/minibuses being parked on this section of road between midnight and 08:00, however this does not appear to be enforced as we frequently have these types of vehicles parked for several days.

It should be noted that the large commercial vehicles that currently park on this road restrict the available width for buses, which frequently have to wait until the entire section of road is clear before they can proceed along Goldsmith Avenue, impinging on the free flow of traffic. For the benefit of all road users, I urge that this is taken into consideration to alleviate the pressure off the public highway.

Further to my email below, I would like to make some additional points. The time suggested for our parking zone is 17:30 to 19:30. While this is fine during the week, this will mean that our area will become heavily congested with football parking on Saturdays. As kick offs are usually 15:00, games are over at roughly 16:45, giving football goers 45 minutes to leave before the zone kicks in. The neighbouring zone ME does not have this problem as the zone kicks in before the end of the match.

The time for this zone needs to be brought earlier to ensure that there is not a concentration of parked cars in our zone during Saturday football matches. Many thanks.

**122. Resident, Suffolk Road**

In the main I support the proposals for the residents parking zone.

I object to allowing business vehicles to be parked in residential streets as most of these you provide a loop hole for businesses to say they are for emergency use I know this is abused in the other areas and that you are not checking the validity.

I am also aware of lack of enforcement in neighbouring zones and this is pointless unless rigourously enforced on a daily basis.

I would like to make a freedom information request as to how many enforcement notices have been issued in zones this year and also the frequency of warden patrols in each zone on a weekly basis.



**123. Resident, Teddington Road**

We feel that there is no choice but to accept the new parking zone. The parking situation down our road (Teddington) is untenable. The proposed time is of no benefit to residents but only to the Wimborne Road School's staff. Many of us would require parking restrictions from 1630 to ensure we get to park near our homes when we return from work.

If I am to pay £150 I expect a guarantee of parking down my road. As far as we can see this is just a money spinner for PCC on top of our taxes, including our Council Tax - a disgrace! We feel we are being pushed to live out of town but we know we have no choice but to use our cars for commuting.

**Unclear if support or objection (from outside zone)**

**124. Resident, Devonshire Avenue (south side)**

I am writing to register my confusion and possible objection to the parking restrictions for Devonshire Avenue.

The letter I received was for MH parking zone but the only reference to Devonshire Avenue was in the list of people eligible for a parking permit. It isn't in the list of Whole roads or Part roads included in the MH parking zone or any of the permit holder changes sections.

Subsequently people on the north side of Devonshire Avenue have received a letter about MI parking zone, which has now been put on lampposts in our road. It states that people with either parking permit can park on both sides of the road, but seems to imply that there will be a Waiting Limited zone outside 2 houses on the south side of Devonshire Avenue but only people on the north side (MI permit holders) can park there anytime.

Can you please confirm that all people in Devonshire Avenue with parking permits, both north and south side, will be able to park on both sides of the road at all times, irrespective of parking zone or Waiting Limited times.

If that is not the case then I object to the MH and MI parking zone proposals.

**Unclear if support or objection (no address given)**

**125. Resident**

I hope that you can answer the following questions:

Are the prices for multiple cars inclusive (e.g. £120 is for two cars)? Or will we be expected to pay £30 +£120?

Whilst we appreciate the cost for multiple cars is high where is the justification for such a steep cost?

Are the permits for 5/7 days?

What exactly will be done with the money from all these permits? (I'd like to hope this money will come off council taxes? Or maybe a huge street party? Or better



roads? Or a zebra crossing on Winter road to improve safety?). I refuse to believe the cost of signs is this extortionate.

As a household we feel very frustrated with these proposals. We feel like we are being backed into a corner and put out of pocket. We feel that we have to agree to these proposals purely to solve the problem of displaced parking caused by the introduction of other permits in other roads. There has been no other consideration for parking issues other than extending the roll out of these permits.

**126. Resident**

Please could you confirm if the new zones will effect the bus stops in Devonshire Avenue, will cars from other zones be able to park at the bus stops after those restrictions end at 1800 each evening.

**127. Resident**

If the parking zone goes ahead, and I assume it will, what would be the date of implementation?. We are a three car family living in the zone and if we weren't permitted to have the third car due to capacity, we would need fair warning in order to sell it.

**128. Resident**

Feel we have no alternative but to accept the proposal of Permit Parking within the MI Zone as the action taken in previous Zones has prompted displacement parking within this Zone along with Football Traffic on Saturday afternoon and week nights (am fully well aware that this is not happening at present due to Covid 19 and the fact that the Football Matches are taking place 'behind closed doors') plus a school within the area.

Am a bit perplexed as to the timing of the MI Zone as in normal circumstances most residents are parked up by 5 pm and will still not be able to park due to non permit holders parked up until 5.30 pm which will be of no help to the residents.

We do support the Proposals in principle, but feel the timing of the restriction needs adjusting slightly.