



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

Date of meeting: 2 September 2021

Subject: TRO 8/2021: Proposed extension of MH parking zone eastwards (Eastney)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Milton, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed eastwards extension of the MH Westfield Road area residents' parking zone, in the context of the 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 ("notice") for TRO 8/2021 and plan of public/private parking areas and restrictions in Lidiard Gardens

Appendix B: Public responses received

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

2. Recommendations

It is recommended that:

- 2.1 **The proposed extension of the MH Westfield Road area parking zone under TRO 8/2021 is implemented as advertised, with the following exceptions;**
- 2.2 **The 14m double yellow lines proposed outside Nos. 87-88 Lidiard Gardens are deleted from TRO 8/2021 and not implemented - Part E) 3 a) (iii) of the notice;**
- 2.3 **It is confirmed and noted that Nos.1-7 Highland Mews at 117 Lidiard Gardens is entirely private, separate from the public highway and not included in the physical proposals under TRO 8/2021, and that residents are entitled to apply for permits.**



3. Background

3.1 The update on the Residents' Parking Programme of Consultation, presented at the Traffic & Transportation decision meeting held on 20 August 2020, set out timescales for progress following the 4-month delay to new consultations caused by the Covid-19 pandemic. Work on the Programme has continued throughout, albeit at a slower rate.

3.2 At the decision meeting held on 17 December 2020, the proposed MH Westfield Road area parking zone was given approval. The same report set out the survey results of the adjacent area identified on the rolling Programme as "MJ", took into account how some residents had responded during the consultation on the MH parking zone, and therefore carried the following recommendation:

2.2 That, should recommendation 2.1 be approved, an extension to the MH parking zone is subsequently proposed to cover the roads to the east which responded positively to the MJ informal survey, namely:

- (i) Bransbury Road (Eastney Rd to Minstead Rd)*
- (ii) Fordingbridge Road*
- (iii) Henderson Road (Eastney Rd to Lidiard Gdns)*
- (iv) Lidiard Gardens*
- (v) Minstead Road*
- (vi) Ringwood Road*

3.3 The parking survey results from the "MJ" area, surveyed in October 2020, combined with how local people responded to the formal consultation on the proposed MH parking zone, led to the recommendation to propose extending the MH parking zone eastwards after its implementation.

3.4 The MJ informal survey results showed 101 of 230 people felt a parking zone would be helpful, and 116 of 230 people felt a parking zone would not be helpful, which is partly why a separate MJ zone was not proposed. The recommendation to extend the adjacent MH zone acknowledges the support for permit parking found at the western end of the area identified as "MJ", as shown in the table below:

Road name	For	Against	Undecided
Bransbury Road	6	6	1
Fordingbridge Road	17	12	0
Henderson Road (part)	19	16	0
Lidiard Gardens	20	12	2
Minstead Road	8	4	2
Ringwood Road	18	15	0
Totals	88	65	6



3.5 The proposal area corresponds accordingly:



3.6 The MH zone consultation responses regarding Eastney Road as the MH zone boundary road also contributed to an extension rather than a new, separate parking zone being proposed. Whilst Eastney Road has no side roads adjoining its east side, use of the roads to the east is common among residents - particularly those living nearest to Bransbury Road and with rear access via Henderson Rd, for example. This practice helps to disperse the parking demand in the area, as Eastney Road has no parking available due to waiting restrictions, and the proposals therefore allow for more flexibility of movement among residents.

3.7 A separate plan (Appendix A) showing the private and public parking areas within Lidiard Gardens was included in the consultation pack, to dispel some misunderstandings about the status of the road. Lidiard Gardens was adopted by Portsmouth City Council in 1987 for maintenance purposes thereafter, including the road and footways, street lighting, verges and surface drainage. The road is part of the public highway network, with vehicular access via Henderson Road and pedestrian-only access via Cromwell Road. It is therefore included in the proposed MH parking zone restrictions, following positive survey results, which would limit access by permit holders of the neighbouring MG parking zone.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 8/2021 took place 22 June - 13 July 2021. Statutory consultation is not the same as a survey; the survey gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable



recommendations to be made. Therefore, consideration is given to how people respond in their representations, which are included at Appendix B.

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 within the area (30) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MH zone extension area (634).

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 extension of the adjacent MH Westfield Road area parking zone is summarised and considered in this section. Full public responses are reproduced at Appendix B.

5.2 121 people responded to the proposal to introduce permit parking within the roads east of the MH parking zone, as an extension to that zone under TRO 8/2021. All the comments received are contained in Appendix B and should be read and considered. Officers have assessed the comments and have categorised them in the following manner. Outright objections to permit parking, with no suggested alternatives equate to 31 of the 121 responses. This is highlighted, as many people object only to particular elements of the proposals, which in some cases can be resolved or subsequently become better understood after clarification. Of the 121 responses:

Support	Objections	No preference given: asked questions, objected to elements of the proposals or misunderstood something
50 residents within the proposed zone	31 residents within the proposed zone	19 residents within the proposed zone
	2 non-residential premises within the proposed zone	
3 residents of MH zone	3 residents of MH zone	1 resident of MH zone
	1 resident outside zones	
	2 non-residential premises outside zones	
Total: 53	Total: 39	Total: 20
3 additional: no address given	4 additional: no address given	2 additional: no address given

5.3 When submitting comments in respect of formal TRO proposals, people are required to provide their address. This is a statutory requirement, but also helps to consider the responses in context, and to identify where issues may require specific attention. Each representation receives an individual acknowledgement and reply, and address details are requested if they are not given. However, where this context has still not been provided, responses are listed separately within the above table as additions.



- 5.4** The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area as listed below, in order of most-highlighted:
- Households have more vehicles than parking available
 - Vehicles displaced from nearby parking zones, or others seeking unrestricted parking
 - Commercial vehicles
 - Parking for the sports field, parks and other amenities
 - Seafront/beach visitors (seasonal)
- 5.5** The most common points raised during the formal consultation, whether in support or against the proposed MH parking zone extension, are listed below and addressed in subsequent paragraphs:
- operating time of the parking zone (17 out of 121 responses)
 - cost of permits (18 out of 121)
 - parking in Lidiard Gardens (22 out of 121)
 - parking for the church, corner of Minstead Rd / Bransbury Rd (5 out of 121)
- 5.5.1** The FAQ section of the information letter includes details of permit costs and how parking zones work when restricted to permit holders only for 2 hours a day, but is worth repeating for the record. Only 7 people suggested different operating times.
- 5.5.2** Operating times: As a proposed extension of an existing parking zone, TRO 8/2021 includes the same permit holder restriction of 6-8pm each day. However, this remains suitable for the adjoining area as the informal survey showed people feel parking problems mainly occur in the evenings and overnight (60%). By contrast, mornings and afternoons accounted for 12% and 14% of the problems respectively.
- 5.5.3** 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.
- 5.5.4** 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 include permit and penalty charge notice administration, signs, posts, road markings, enforcement and maintenance.
- 5.5.5** 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, which is determined by considering permits issued vs. spaces available.

5.5.6 Lidiard Gardens: As a public road and part of the residential street network, on-street parking is available for those wishing to use it, whether they live in one of the 124 properties or nearby. It is common in residential streets to use parking in neighbouring roads when necessary - for example, someone living in Ringwood Road may need to park in Henderson Road or Fordingbridge Road on occasion and vice versa. Restricting residents to parking only in the street they live in is not practical in most cases, and is not applied anywhere in Portsmouth.

5.5.7 There are approximately 76 on-street parking spaces in Lidiard Gardens. The demand for street parking from its residents is reduced by the private parking facilities, in the form of separate parking areas, driveways and garages providing an average of 1 space per property.

5.5.8 5 concerns were raised about the church on the corner of Minstead Road and Bransbury Road, particularly in terms of attending, and access by hearses. In reply, the following information was provided:

- The proposed MH permit holders only restriction would only operate 6-8pm
- It remains possible to load and unload on double yellow lines (current practice) and within marked parking bays, provided the vehicle is not left unattended
- Free parking with a maximum stay of 3 hours is included in the proposals for Bransbury Road opposite
- Religious organisations are entitled to Visitor permits

6. Reasons for the recommendations

6.1 Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people, and distribute that demand more fairly. The proposed permit parking in this area aims to better manage the parking in the local area and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.

6.2 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. The MH parking zone is one of 8 zones that operate with a 2-hour restriction for permit holders only.

6.3 Short-term parking, such as the 3 hours' limited waiting (free) proposed in Bransbury Road under TRO 8/2021 caters for visitors to local amenities rather than to residents. Amenities include leisure facilities, schools, churches, community centres etc. and free short-term parking enables a regular turnover of vehicles and parking spaces during the daytime when needed.



- 6.4** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce.
- 6.5** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.6** Parking restrictions can encourage people to consider alternative ways of travelling to an area when possible, 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. For those unable to use more sustainable travel modes to the private car, Business permits may be purchased for use by staff of businesses operating within parking zones.
- 6.7** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. However, the two-stage process of informal and formal consultation aims to achieve the best outcome for local communities.
- 6.8** Double yellow lines are proposed where parking bays cannot be marked for practical or safety reasons, to deter drivers from parking in unsuitable or unsafe positions once a controlled parking zone is introduced. Any issues previously raised regarding visibility at junctions or when exiting off-road parking are also taken into account to present a complete scheme for consultation purposes.
- 6.8.1** Consultation provides the opportunity for comment, and some preferences can be accommodated. Therefore the 14 metres of double yellow lines originally proposed under TRO 8/2021 outside Nos. 86 and 87 Lidiard Gardens are recommended for deletion, meaning the status quo will remain. Other proposals for double yellow lines received support or no comments.
- 6.9** The plan of Lidiard Gardens shows the central section of Highland Mews (No.117) as private with the purple colouring, but the marked bays either side are also private. This is not a location that has been reported as problematic in the past, as the private bays are clearly marked and numbered, and the different surfacing of Highland Mews also helps to indicate its non-public status. The purple colouring on the plan indicates the road is private and would not be available for MH permit holders' parking if the proposals are approved. Should the proposed parking zone be approved, Highland Mews (No.117) will be described in subsequent documents. Residents of any property with a postal address in Lidiard Gardens would be eligible to apply for permits as usual.



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 cost to implement the extension with costs approx. £16,500, 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 475 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 434. 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. £9,500 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.

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Signed by:
Tristan Samuels
Director of Regeneration

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

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

Title of document	Location
121 emails / letters in response to TRO 8/2021 (Proposed extension of MH Westfield Road area parking zone)	1. Portsmouth City Council's "TRO team" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation Update Post-Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020

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

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

Appendix A: The public proposal notice for TRO 8/2021 and explanatory plan of Lidiard Gardens

THE PORTSMOUTH CITY COUNCIL (MH ZONE EXTENSION) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.8) ORDER 2021

22 June 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35, 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, and of all other enabling powers, and in accordance with Parts III and IV of schedule 9 to the 1984 Act. The effects would be as follows:

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:

TROteam@portsmouthcc.gov.uk **by 13 July 2021**

Please tell us whether you support or object to the proposals

CURRENT PARKING CHARGES

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

£30.00/year for first permit

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

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

£150.00/year for first permit

£300.00/year for a second permit

£630.00/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

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

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

A) MH ZONE BOUNDARY WITH EXTENSION (dashed line)



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B) MH PERMIT HOLDERS ONLY 6PM-8PM

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

Whole roads

1. **Fordingbridge Road**
2. **Lidiard Gardens (excluding the private parking areas set out in Part G)**
3. **Minstead Road (no marked bays: signs only)**
4. **Ringwood Road**

Part roads

5. **Bransbury Road (south side, outside Nos.1-42 inclusive)**
6. **Henderson Road (from Eastney Road to Lidiard Gardens)**

C) MH PERMIT ELIGIBILITY: All properties within the MH zone boundary and its extension shown at Part A, which includes No.118 Lidiard Gardens, Nos.1-75 Henderson Road, Nos.2-126A (Dudley Court) and odd-numbered properties Nos.1-17 Cromwell Road.

D) MH PERMIT HOLDERS /

WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-8PM

1. **Bransbury Road**
 - a) North side, an 85m length east of Eastney Rd adjacent to the community centre grounds
 - b) North side, an 85m length east of Minstead Rd adjacent to Bransbury Park

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

1. Bransbury Road

North side, a 9m length in front of the dropped kerb up to the bus stop opposite No.16

2. Fordingbridge Road

Northeast side, extend the existing double yellow lines by 2m alongside No.53 Henderson Rd

3. Lidiard Gardens

a) South side;

- (i) a 64m length between the layby opposite No.6 and the side of No.116
- (ii) a 52m length between No.113 and the parking area by No.102/103
- (iii) a 14m length to the front of Nos.86 and 87
- (iv) extend the existing double yellow lines at the side of No.93 eastwards for 33m up to the parking bay outside No.98

b) West side;

- (i) a 17m length to the front of Nos.67-70
- (ii) a 5m length in front of the access road between Nos.62 and 63/64
- (iii) extend the existing double yellow lines northwards by 10m opposite Nos.19-20

c) East side,

- (i) a 14m length from its southern end, northerly within the access to the parking area between Nos.76 and 78
- (ii) extend the existing double yellow lines by 5m in front of the access to the parking area adjacent to No.89

d) North side;

- (i) extend the existing double yellow lines by 9m up to the parking bay outside Nos.56/57
- (ii) an 8m length west and an 11m length east of the access road between Nos.32 and 47

(iii) a 12m length in front of the vehicle access between No.31 and the rear of No.30

(iv) an 11m length west from the parking area outside No.12, towards No.17

e) Both sides of the cul-de-sac between Nos.32 and 47 northwards for 6m



4. Minstead Road

East side:

- (i) extend the existing double yellow lines north from Henderson Road by 8 metres, alongside No.65 Henderson Road
- (ii) extend the existing double yellow lines south from Bransbury Road by 13 metres, up to No.20's garage

F) CHANGE FROM NO WAITING AT ANY TIME TO: RESIDENTS' PARKING PLACE

1. Henderson Road

North side, a 1m length outside No.41

G) INFORMATION TO BE NOTED AND ADMINISTRATIVE AMENDMENTS

- a) The following private parking areas within Lidiard Gardens remain private and are unaffected by the provisions of this Order:
 - Accessed via the front of Nos.3 and 4
 - Side of No.7
 - Accessed via the side of No.12
 - Side of No.21
 - Accessed between Nos.26 and 27
 - Rear of No.30
 - Accessed between Nos. 34 and 36
 - Accessed between Nos. 42 and 46
 - Accessed via the side of No.49
 - Garages, side of No.57
 - Accessed between Nos. 62 and 64
 - Accessed between Nos. 76 and 78
 - Accessed via the side of No.89
 - Accessed between Nos.102 and 108
 - Accessed between Nos.114 and 115

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

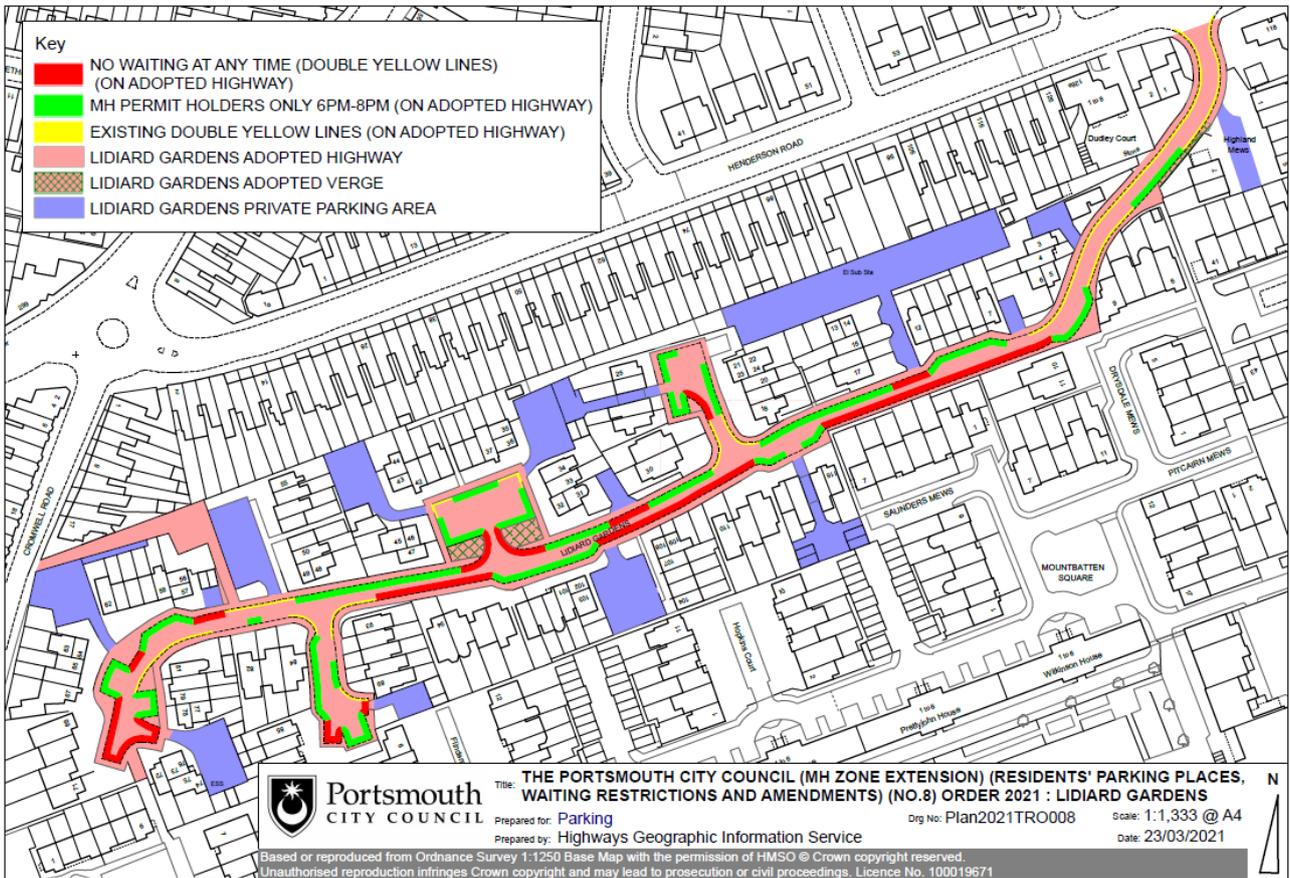
To view this public notice or the draft order on Portsmouth City Council's website, www.portsmouth.gov.uk search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to TROteam@portsmouthcc.gov.uk or post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 8/2021** by **13 July 2021** stating the grounds of objection/support.

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

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

Plan of public and private parking areas in Lidiard Gardens, plus proposed and existing restrictions



Appendix B: Public responses by road (from within proposed area and outside proposed area) Please note emails and letters have been replied to with the information provided within this report, or with specific relevant details.

Responses from within the proposed area	
1. Resident, Bransbury Road	<p>I am contacting you regarding your parking permit extension of an area in Milton. You are considering extending your area zone MH to include Bransbury Road as a permit area.</p> <p>I fully support this proposal.</p> <p>Bransbury Road now needs permit parking as we have multiple vehicles from adjacent roads parking here, leaving spaces unavailable to Bransbury Road residents.</p>
2. Resident, Bransbury Road	<p>I support the 'Proposed extension to the MH Residents' Parking Zone (TRO 8/2021)'.</p>
3. Resident, Bransbury Road	<p>Support MH Extension</p>
4. Resident, Bransbury Road	<p>OPPOSE MH. EXTENSION</p>
5. Resident, Bransbury Road	<p>Hello, could you please tell me why in one of the maps the Mh zone extends eastwards to Eastney road and in the other it extends to Minstead road. I understand that would be the proposed extension but does not include the east end of Bransbury road why? (<i>Survey results vs. formal proposals</i>)</p> <p>As I have little knowledge of how these systems work could you please clarify if permit holders would also be restricted As detailed in paragraph D) . It would have been useful to have these sections shown on a detailed map similar to the one for Lidiard gardens. (Yes)</p>
6. Resident, Bransbury Road	<p>With reference your letter we received today regarding parking zone in Bransbury Road, I object to the proposal on the grounds that there is charge of £30 for the permits to households that have a car and do not have off street parking, We pay road tax MOT insurance and enough tax on fuel for our vehicles so why should we pay more, Also on weekends there is a lot of sport played and Bransbury Park, What with the little car park at the end of the park drivers will be affected by the proposal. I'm sure you will get full backing from residents with off street parking, But with the residents that do not have off street parking and have to park on the street then it will be an extra TAX that they need to pay.</p> <p>I'm sure the proposal will go through as speaking to other residents in my area who objected to the idea that their views were not listened to, why should there be a charge, I suppose that is a charge for setting up and running cost.</p> <p>Why don't PCC cover these charges? You are going to tell me that it's not covered in their budget. Why doesn't parking cover the cost? They make enough every year.</p> <p>I just feel that the charges are outrageous and should not be laid on the motorist, PCC proposed the idea so they should take the charges themselves not us the motorist or residents.</p>



7. Resident, Bransbury Road

I'm writing to express my absolute disappointment and disagreement with imposing parking permits in this area .

I do not envisage this will in anyway benefit any of the residents in this area .

The only benefit will be to the council in creating more funds from its residents.

The proposal to extend no waiting at any time areas will only prove to further reduce parking opportunities for said residents.

The restriction and costs of permits will effect greatly those families with adult children still having to reside at home due to extortionate rent cost within the city of Portsmouth.

We have greatly been effected by the pandemic and I feel that this increased expenditure is unnecessary and will prove to be nothing but an increase inadvertently of council tax .

The proposed timings between 6-8 pm will not increase parking opportunities as due to the fact we are an addition to MH zone the area is open to many residents that will also seeking parking in our area due to limited parking in their roads .

With regard to only two permits per household what is the proposed thought on where a third vehicle can park if unsuccessful in obtaining the third at an extortionate price .

I feel the residents of Portsmouth have totally been let down by the Liberal Democrat's and would never offer my support , this has clearly been supported in the loss of candidates in our area .

8. Resident, Cromwell Road

We would like to advise we support the proposal of MH Residents Parking Zone (TRO 8/2021)

9. Resident, Fordingbridge Road

I've just received your letter detailing the proposals. I fully support the proposed residents' parking zone.

10. Resident, Fordingbridge Road

Hi, we are very much in favour of a residents parking zone for Fordingbridge rd.

Parking now is getting so much worse. We have many people here who have more than two vehicles with there works vans. we also get motorhomes parked here and with the plans for the bransbury park swimming pool at the bottom of our road it will get much worse. For us a resident parking zone can't come soon enough.

11. Resident, Fordingbridge Road

I am in favour of the parking zone extension. The parking situation has become worse since the zone across the road came in.

I am happy with the timing - although if the proposed development at bransbury park goes ahead it would need to be all day permits only to prevent our roads becoming the car park for the project.

12. Resident, Fordingbridge Road

I am writing in support of the proposals to introduce a Residents' Parking Zone and associated extensions of parking restrictions in Fordingbridge Road.

13. Resident, Fordingbridge Road

Regarding the proposal of MH permit extension, we support these proposals, the parking is a problem in these roads and we hope this permit will help resolve some of the problems. However we would prefer the permits for a longer period of time in the



evenings as people use the park until much later at night. Perhaps 5pm – 9pm would be a better time frame.

14. Resident, Fordingbridge Road

As a long-term resident of Fordingbridge Road I reluctantly offer my support to the proposed extension to the MH Residents Parking Zone (TRO 8/2021).

This support is a direct result of the impact on us by the introduction of the adjacent MG and MH parking schemes.

Since their introduction parking spaces have become increasingly scarce after 5pm or at weekends. Traditionally parking challenges in our area were created by organised team events at Bransbury Park (e.g. the infamous Tuesday night netball matches) but parking situation has become problematic every day in recent months.

From my observations the situation there has been an exponential growth in commercial vehicles parking in our area overnight and weekends. I can only assume these areas have been displaced from the adjacent parking zones.

Therefore, unless you are planning to remove all the adjacent zone restrictions, I feel we have no choice but to support the extension to the MH Residents Parking zone and reluctantly and selfishly push the problem of parking for commercial vehicles on to another area.

15. Resident, Fordingbridge Road

I very much support the application mainly on the grounds that since the surrounding zones have been implemented we have gone from being able to park easily to not being able to park.

16. Resident, Fordingbridge Road

SUPPORT MH EXTENSION

17. Resident, Fordingbridge Road

In response to the recent leaflet drop regarding the parking consultation, we wanted to give out thoughts on the proposal.

In light of the conversation I had a couple of months ago with a local councillor, we have now changed our viewpoint as we were originally opposed to the zone, but with the plans moving forward for the new leisure Centre on the Eastney Community Centre site, we feel that the proposed zone introduction for Fordingbridge Road would be a positive move.

That being said, we feel that we may benefit moreso from a full permit introduction rather than just the 2 hourly zonal move due to the increased traffic and movement within the area.

Can you confirm that visitor permits are not possible for this sort of zone? If they are, then this is further confirmation of why the full zone move would be a better option for our roads.

18. Resident, Fordingbridge Road

SUPPORT



19. Resident, Fordingbridge Road

I live in Fordingbridge Road and the parking is awful there is just no spaces .. I also am registered disabled so I have a lot of trouble with finding a space near my house .. I really hope that permit parking will happen in this area as it needs it greatly ..

20. Resident, Fordingbridge Road

I live on Fordingbridge road and I want to register my support of the extension of the parking zone to include Fordingbridge road. Since the surrounding zones were introduced its made it much harder to park.

21. Resident, Fordingbridge Road

In the main I agree with the proposal for the zone MH extension. The only problem I still have is that the period stated from 6pm to 8 pm needs adjusting to 5 pm to 10 pm. Due to my having to go out some evenings and not getting back until 9 or 10pm, I could still have a problem when I get home and I am sure others think the same. Otherwise I agree with the proposal regarding Fordingbridge road.

22. Resident, Fordingbridge Road

In response to notification of the proposed residents parking restrictions to mh zone extension- I strongly object.

There are no parking spaces from around 4:30pm onwards so having a permit at 6-8pm seems pointless.

There are multiple adults in this household that work, we have three cars between us and paying £500 per year for no guaranteed parking is outrageous.

Please explain the rationale for this, because as far as we are concerned there are no benefits at all.

23. Resident, Fordingbridge Road

Please register this e-mail as my formal objection to planning proposal TRO 8/2021 referenced above.

Below you will find the grounds of my objection along with a few questions I would like to pose, the responses to which I intend to share with other residents to see if there is a common position held by the 46% of those responding AGAINST in the proposed MH extension area. To this end, please can you confirm if responses will be provided to the questions and whether they will be made public before or after the consultation closes - 13th July. Main grounds for objection:

- The residents of the whole area polled NOT in favour. Therefore it should not go ahead.
- The cost of permits for second vehicles is excessive and discriminatory.
- The scheme will not resolve the key factors identified by residents (but the proposed changes to yellow lines will improve traffic safety and are not part of this objection).

Further notes

- The residents did not indicate support.

The survey results for MJ area indicate 50% against, 44% in favour. For a similar condition, the residents of GB zone were left alone following their voting polling against the proposals 54-46% (ref: Residents Parking Programme of Consultation - Reprioritisation Post COVID-19, 20 Aug 2020, para 4.4)



The logic of proposing a smaller zone (whether it be MJ or the cheaper option administratively - to extend MH) does not take into account, the strength of opinion and possible reason by their objection to MJ proposed zone.

In the western block of MJ, residents polled 54-46% in favour - leading to the proposal of extending the parking zone. The eastern residents of proposed MJ zone polled strongly AGAINST the proposal. Since these are mostly houses with small off-road parking, this outcome is not unexpected and is likely driven by cost factors - hence "cost" featuring in "other" reasons for objection during polling.

If the MH extension is executed, the buffer is removed and eastern MJ residents will see a significant growth in excess, early evening, off-road parking in their roads. If the scheme goes forward, all residents should be given an opportunity to poll again so more can object or for it's validation / continuation in 12 months' time.

- The specific reasons for parking issues will NOT all be addressed by the scheme. Firstly the "other" qualitative results provided do not correspond to the "other" question posed in the results made available. The only "other" in the available data corresponds to time. The qualitative "other" provided in the results published corresponds to a "what" or "why" not a "when". Is the raw data available for analysis?

Of the "other" concerns raised by residents;

Displacement from other zones is a significant concern and highlighted in my response above.

One single sports event is a significant issue for residents and the 6pm - 8pm rule may help this (Netball) however this event appears to be migrating away from Bransbury park following anti-social behaviour and parking issues. Now taking place at Langstone campus - so reason may have gone away. For other park uses, visitor parking occurs outside these hours (weekend parking for football matches).

Seafront / beach visitors will be entirely unaffected by a 6pm enforcement time. Most have left by that time.

As a long-term resident I can confirm the seafront traffic has little effect on the residents in this zone no matter what some respondents anecdotally say. There is no observable difference between winter and summer parking availability. The main factor in parking availability is arrival time. Spaces are mostly used up by 8pm, forcing you to park further and further away from home in an eastern direction.

The scheme presented was not used to shape questionnaire. The benefits are unlikely to manifest as the majority of cars belong to residents already. For £30-£150 a year we will pay to see 3-6 less commercial vehicles parked in this area and those that use those vehicles will still have to sort out transport or buy a car to replace use of their company fleet vans to and from home.

- The scheme cost is excessive for two-car family and discriminates against multiple occupancy and Band G householders.

It may present a suitable means of incentivising less cars on the road in Portsmouth (to unfairly penalise second car ownership where two members of the household are working in different, out-of-city locations) but it does not seem fair. Either the second car fee should be reduced or the first car fee should be higher. Second car owners are already paying the same road tax as other road users and suffer the same



parking inconveniences as single car households. Further, higher-value properties where off-road parking is available see the same broad-brush council tax banding as those without off-road parking, where two, perhaps three cars can be accommodated off-road at no extra cost to the resident. Unless the council tax bands are properly assessed for the area, this is unfair burden of cost sharing. How will multiple occupancy be handled where two people occupy the same terraced house? Another example of why the balance of cost between 1 and 2 cars should be evened out.

Questions / suggestions for improvements to the proposal:

- How is the scheme going to be enforced if the permit is electronic? Will a hand-held ANPR device be used by enforcement staff?
- If existing enforcement services are to be used, the time should easily be able to be changed from 6-8pm as most of our fines dished out as residents attempting to park safely in our own area have resulted from enforcement officers working very early in the morning. I think that's the usual time your staff are operating in this area. Rarely see anyone at 6-8pm when I risk my life at the end of Henderson Road due to lack of enforcement in yellow lines at junctions or speeding on Bransbury Road.
- recreational vehicles (large 3.5t mobile homes) use up as much space as the non resident owned commercial vehicles. These should be separately addressed so they are stored off road where the resident does not have off-road parking of their own. This will definitely improve the parking capacity in the short-term for a few spaces and double the effect expected from preventing fleet own commercial vehicles from parking in the zone. If the vehicles are not to be banned they should at least be excess charged to net a similar figure to that paid for off-road storage at specialise storage places.
- Please can a number of free visitor's credits be available to the residents at their discretion? It seems overly punitive to prevent visitors from parking at a time that is typically when a visitor might come to the area (to eat together in the evening). If the zone can only be managed for a short 2 hour period, please can the period be consulted with local residents. This was a feature of earlier marking zone schemes in the city.
- Please can the use and ploughback of funds be made clear. (A) Do the funds from visitors also go back in to the cost of administering a scheme or is this treated as parking fees which residents will not see the benefit from. (B) Parking zone infractions are separately categorised when levied. Are the fines routed back into the scheme administration costs to provide better value for money for residents paying for parking zone services.
- If the proposal has changed to a smaller zone and the fees are now published, please can the survey be re-run for the residents of the affected zone where we are being cherry picked for MH expansion OR can the scheme be short-term, with potential to cancel after 12 months when residents of the smaller subset of MJ see no improvement in conditions.

24. Resident, Fordingbridge Road
OPPOSE MH EXTENSION



25. Resident, Fordingbridge Road

I'm on Fordingbridge Road and object to the permit parking. I'm in a shared house of multiple residents and we all need our cars for work therefore it would be very expensive if not impossible for us to gain permits.

I also feel that it is mostly residents parking within my road so a permit would not enable easier parking, it's just many houses have more than one car per house.

26. Resident, Fordingbridge Road

Firstly I welcome what is a "considerably overdue" residents parking zone for Fordingbridge Road; I am sure it will help. I do however have a few concerns:

1. It does not prevent parking by those who visit Portsmouth for a day out at the beach... primarily weekends and p/h's

2. It does not prevent parking by those who use the community facilities in the Bransbury park area (except for 18:00 -20:00 hrs) - the use of these facilities impacts directly on available parking on Ringwood Road. Residents of Ringwood Road then "naturally" look for other available parking - usually on Fordingbridge Road with the residents of Fordingbridge Road then looking elsewhere!

3. It doesn't help residents returning from a days work from 17:00 - 18:00 hrs... there would still be significant issues with non - residents occupying available parking spaces.

18.00 - 20.00 hrs is an ok start, but why not 16:00 - 20:00 hrs? I also believe we should have "periods" of resident only parking - the other being 10:00 - 12:00 hrs Saturday & Sunday & Public Holidays.

Pricing - as a 2 car household... I believe the 2nd car charge should be increased to £200.00, with the first car charge being reduced to £10.00 for permits within the same household. I am aware of cars owned by occupants of Fordingbridge Road that are used by those residents for maintaining a parking space near their property only and are never used for anything else.

27. Resident, Fordingbridge Road

In reference to your recent letter/plans I would like to confirm that I/we OBJECT to the current planned proposals.

Fordingbridge road has never had a parking problem due to many of the residents being elderly and without cars.

It's only recently that there seems an increase to cars since the introduction to permits already in the MH zones. RINGWOOD and FORDINGBRIDGE ROADS are already over flows for parking for the other areas like Eastfield and Westfield road.

Paying for parking permits does not guarantee you can PARK. The council want to fleece us for more money on these permits which will only move the problem on further. A lot of people have lost their incomes in the pandemic therefore and will struggle with these costs.. in addition, they seem very expensive for what they do.



Why offer us as an extension for an already a saturated MH parking area zone ? And not a different zone for solely these roads and Bransbury road.

Please note that I fully object to YOUR proposals to introduce permits for fordingbridge road

28. Resident, Fordingbridge Road

I OPPOSE MH EXTENSION

Having spoken to residents in adjacent controlled parking zones, it is clear that controlled zone does not improve residents access to parking and creates an additional cost to households in what has been a difficult economic climate.

In addition, daytime restrictions on Bransbury road, would inevitably push park users to search for parking places in surrounding roads (Ringwood, Fordingbridge, Minstead), where restriction would apply only 6pm-8pm, thus reducing parking opportunities for residents of above mentioned roads during daytime.

29. Resident, Fordingbridge Road

I am writing to you to express that I would not like the new permit parking to go ahead. I live in a household of multiple adults and the cost of the permits are far too expensive.

It also does not benefits us as it is only for 2 hours in the evening. This means I will be paying a large amount of money to park on my street for 14 hours a week.

I have never had an issue getting parking on the road at any time of the day and it seems it is mostly residents who park here.

30. Resident, Fordingbridge Road

In response to the consultation letter, I think that for Fordingbridge Road each house should be granted one permit free of charge with second and more cars charged appropriately to deter parking.

Also I think that commercial vehicles should also be charged appropriately to deter them from being parked in a residential location

31. Resident, Henderson Road

Please consider this email as support for the proposed MH extension.

32. Resident, Henderson Road

I have received your letter today about the proposed extension to the MH parking zone. I live on Henderson Road and the parking here has got so much worse in the last few months. So many work vans and fancy 2nd cars.

I feel that extending the MH zone to cover the west end of Henderson Road would be really help with this and I hope to be able to park near my house again.

Please log that I am in favour of the proposed change.

33. Resident, Henderson Road

I live in Henderson Road within the boundary of the proposed extension. I wish to give my full support to this proposal. The parking on Henderson Road is worse than it has ever been in the years I have lived here. Please proceed at full speed!



34. Resident, Henderson Road

I would like to register that our household is strongly in favour of the proposal to extend the use of parking permits to encompass our area.

Parking close to our house is always difficult - we often have to park at least one road over. In the past year we have had some instances of other local residents interfering with windscreen wipers and sticking notes to cars saying not to park outside their house/on their road (Lidiard Gardens). Permits would be a great way of alleviating community animosity over who is allowed to park where, as well as hopefully reducing the difficulty in finding a space.

35. Resident, Henderson Road

I have received today the details regarding the proposed extension to the MH Residents' Parking Zone with which I am extremely pleased.

The Residents' Parking Zone in other nearby streets has had a huge impact on parking in Henderson Road. If I should go out in my car either in the evenings or at the weekend I am rarely able to park anywhere near my house on my return. I have noticed too that increasingly from Friday afternoons the road is filled with works vans which remain in place until Monday morning. This also impacts on the possibility for local residents to park near their homes.

So, thanks very much and please keep me informed as to the progress of the proposal.

36. Resident, Henderson Road

As a resident of Henderson Road that would be included in this extension, I am writing to support the proposals provided in your recent letter

37. Resident, Henderson Road

I absolutely welcome the extension of the above zone in order to include the Western end of Henderson Road. Of course, unlike the E end of Henderson, we have no parking facilities so it stands to reason we should be seen as a separate vote on this matter. Parking has become incredibly difficult for us since the implementation of Zone MH with the overspill parking in Henderson, along with visitors to the beach at weekends and late afternoons.

38. Resident, Henderson Road

Just to let you know that we would support parking permits being introduced on Henderson road. The sooner the better!!

39. Resident, Henderson Road

I write in SUPPORT of the above proposed residents parking zone extension.

40. Resident, Henderson Road

1. Have just received your latest about the proposed extension to MH Residents' Parking Zone (TRO 8/2021) following the MJ Zone survey.
2. From what I can gather from the drawings enclosed with the notification papers (and the words at clause "C"), our house will come within the boundary for the extension. If that is not the case and I've read the plans incorrectly I would be grateful to know.
3. There are multiple adults in our house so that is multiple votes in support of the extension to the MH zone as detailed, if anybody is counting.



4. All the neighbours seem to support the idea as well but I suppose I can't vote on their behalf - but will do if allowed.
5. Whilst not wildly happy about paying for an intangible "something" that we currently get for free (as mentioned in the MJ consultation but we did vote for it), the proliferation of other nearby zones has led to Henderson Road, and the nearby roads not already covered by Zones, being the sink hole for all manner of vehicles that are now barred from other roads and, increasingly, overflow of people from outside the area, parking and going to the beach probably not wanting to pay for parking down on the seafront.
6. Do I read it correctly that the proposal for Henderson Road ("part road" from Eastney Road to Lidiard Gardens) is that the restriction for permit holders only parking will only be between 6PM-8PM?
7. I am not well versed with parking Zone restrictions, however, is 2 hours the most restriction that can be placed on a Zone or can it be longer? If it can be longer than 2 hours could it be extended?
8. Hopefully the beach going public problem will not lead for a need to impose afternoon parking restrictions like other Zones around here but if we are restricted to 2 hours would not 5PM-7PM be more beneficial?
9. I doubt whether a waiting limit type restriction would be of any value and I appreciate that it is difficult to gauge what specific measures will address the problem, however, if we start with a certain restriction period and find that it doesn't improve the situation can the restriction period etc be changed in the light of additional evidence/experience?
10. Happy to engage with any further consultation as necessary but I feel the extension should be supported and, if it gets approved, I have other associated considerations that I would be grateful to follow up with members of PCC in the future.

41. Resident, Henderson Road

I am in favour of the residents' parking zone. I live in Henderson Road, and speculate that residents in the area east from Lidiard Gardens, do not want a RPZ, because most of the houses have a drive, although many residents park a second or third vehicle on the street.

Parking in the area is becoming much more difficult, as vehicles from the area west of the mini roundabout, recently zoned, are now being parked in Henderson Road.

So, yes please to the zone, extended if possible.

42. Resident, Henderson Road

Support MH extension

43. Resident, Henderson Road

I strongly support the parking zone being extended to Henderson Road and surrounding areas. Since the other zones have been installed, parking in this area is horrendous and I believe it would be extremely beneficial to all residents in this area to have parking permits.

44. Resident, Henderson Road

I write to voice my SUPPORT of the MH parking zone extension.

45. Resident, Henderson Road

I live on Henderson Road and am happy to vote FOR the suggested restricted parking. This road is a nightmare, taking cars from Highland Rd, Cromwell Rd and



Milton Road, plus tourist cars who leave cars all day. We also have cars from adjoining side roads. Anything which improves parking for those of us who are residents will be much appreciated.

46. Resident, Henderson Road

Just writing to approve the proposals for the extension. As expected, since the introduction of recent permit parking in nearby areas it has made parking in Henderson Road much worse.

However, I do resent the cost of the second permit as I have a lodger and am interested to know if this can be purchased on a monthly basis.

I look forward to hearing when these proposals are planned to be introduced.

47. Resident, Henderson Road

Further to the proposals delivered the other day I am writing to express how much we DO NOT want residents parking - My husband and I live on Henderson road and have 2 vehicles and dont mind parking away from our house.

The hours that the permits would be in force for would be no good to us - We generally get home from work about 5-5.30 so in theory people without permits could still be parking outside our house - What would be the point in us parking away and then moving the car back at 6 when the permit kicks in.

Also the permits for visitors are not easily available - the nearest location for us to get one would be a 20 minute walk which is not really convenient if someone pops by to see you plus no one has paper copies of utility bills anymore. We are very much against the proposals.

48. Resident, Henderson Road

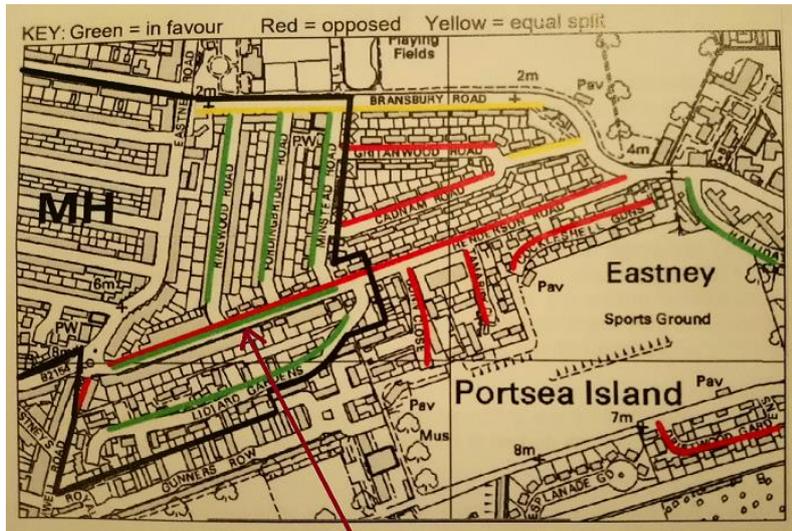
I refer to your letter June 2021 concerning the ~~revenue collection scheme~~ proposed extension of the MH parking zone. I didn't participate in the original survey where 28 respondents were opposed and 20 were in favour. However, I can provide extra reassurance that we do not want a parking scheme on the west section of Henderson Road. In fact, implementing any parking scheme that is against the will of residents would be unlawful.

I must point out that the chart shown in your letter (included below) has an additional green line on part of Henderson Road even though the road actually voted against the proposal. All other roads are marked either in yellow, green or red depending on their result. This extra line could be perceived as being purposefully misleading and the (busy) residents rely on you to provide accurate independent summaries of information to them. As such, I demand that a corrected version of the letter be reissued with the chart updated to clearly indicate how Henderson Road actually voted.

Please refer to the full survey results. Please record that my household does not supporting the MH parking zone.

Please can you provide the results of the vote on Henderson Road split between the western section and the eastern section. This crucial information should be supplied to all affected residents.

Residents in current parking zones would not have been aware of the full impact of future charge increases at the time that they voted years ago. The current charges bear little resemblance to what they were promised at the time of their vote. Will they get a chance to vote again based on this significant change in circumstances?



Western part of Henderson Road is misleadingly marked as both green (in favour) and red (opposed)

Road Name	For	Against	Undecided	No. of surveys received	No. of properties surveyed
Henderson Road (part)	20	28	2	50	164

OPPOSE MH EXTENSION

49. Resident, Henderson Road

We are emailing to say 'OPPOSE MH EXTENSION.

50. Resident, Henderson Road

OPPOSE MH EXTENSION

51. Resident, Henderson Road

Regarding the above and your flyer inviting comments, I believe that the introduction of parking permits in Portsmouth is just a shallow method to generate revenue, we all pay road tax, income tax etc, now you want us to pay additional tax's purley to live in Portsmouth!

I believe that you should concentrate your efforts on the road system, and more inventive parking measures. IE make Henderson road one way, and Bransbury road the other, then put in Parking along one side in a diagonal, similar to the St Marys area. This will increase available parking.

It would/could also remove the death trap that is the roundabout at the end of Henderson road, bad enough in a car impossible on a bike.

52. Resident, Henderson Road

OPPOSE MH EXTENSION

53. Resident, Henderson Road

OPPOSE MH EXTENSION

54. Resident, Henderson Road

I received your letter dated June 2021 and would like to give my comments with regard to the proposal outlined in the document above. Having read the information I



am against the planned extension to the MH parking zone, however I would not be against a separate parking zone just for the residents in the extension zone.

Parking in the area has been a nightmare for some years partly due to the advancement of areas around becoming resident parking zones, people working from home during Covid, proposed Eastney Community Centre plans , van drivers bringing vehicles home at night and generally more cars in the area. I like many have had to change my view on residence parking and whilst I am against the extension plan to the MH area I would not be against a separate zone just for the area outlined in the extension. I think that would show that it is truly to alleviate parking problems encountered by people living in the affected extension zone. Regularly we see people coming from the current MH zone to park outside our houses and walk back out of the road into the current MH zone leaving cars parked for numerous days. I feel that if we must have a residence parking zone which looks to be inevitable, at least leave us have our own zone which could benefit the actual residence in the area, not those coming from all around where clearly there isn't enough parking to accommodate them.

I am also against the need to extend the current yellow lines in the area. The lines were placed in that position in order to give maximum parking availability while remaining safe and I fail to see even with an extension why that would need to be changed.

Finally I would also like to clarify exactly what houses in Henderson Road would be affected as if you take no. 1-75 as per your letter, there are numbers in that which already have off road parking and surely you are not suggesting that they are also given residence parking permits as well.

Thank you for your speedy reply to my question about off road parking and I appreciate that you personally do not make the rules, however to say this is farcical would be an understatement. I take it from what you say a household who has had their pavements lowered (thus taking away kerbside parking space) to enable them to access their properties in order to gain off road parking can still apply for a permit to park up to two cars under the scheme. Thank you again for your speedy reply and what happens next.

55. Resident, Henderson Road

I am writing to object to the proposal of parking permits along Henderson Road. I have lived in property for years and have always been able to park my car. I work early shifts and sometimes late so I will be looking to park around or after Midday or late at night. The permit times 6pm -8pm will make it very difficult to park as it will for many other residents.

I pay enough council tax as it is and now having an extra cost to pay. Having to pay for a permit for two hours just doesn't make any sense.

People can park out of these restriction times. So people that go to the beach or football etc can park all day in these parking zone area's.

It would be more beneficial for this area to be parking for residents only and for visitors to pay to park?

To be honest in my view it is away of the council to make more money.



It will cost more money to put all this in place and to pay traffic wardens to monitor these area's. if the council was not benefiting out of this you would not care about if residents were able to park or not.

56. Resident, Henderson Road

I am registered as disabled, and have a disabled space marked outside my house, for the use of myself or anyone else who has a Blue Badge.

I have written before with my objections to this proposed scheme, and wish to continue to raise my objections to it in this note. My initial objections were that I did not feel that a parking zone was necessary in this area and I was, and still am, very much against it. My concern now is that the proposal is only for part of the area bounded by Bransbury Road and Henderson Road when I feel that if it must go ahead, then I feel that every property in the WHOLE area should be included, regardless of whether or not they have a driveway or the potential to store vehicles on their front forecourt.

I realise that the scheme only applies at certain times of day but believe that this will cause considerable problems during the summer, and also when life returns to something like a new normal, and sports events resume at Bransbury Park, such as the evening netball matches and football matches. These generate a huge amount of traffic at the times of the parking zone operation and I think that unless you include the other roads, such as Minstead Road, Gritanwood Road, Cadnam Road, Eastney Farm Road and the roads off from Henderson Road etc, then all that will happen is that you will push the problem further away from the parking zone and into these areas. Also as the summer goes along and hopefully the weather improves, you will find a lot more vehicles parked in this area which are mobile homes and camper vans, that will park overnight to make the most of the seafront. Already we have had camper vans parked near our neighbours and even people emptying their storage facilities into the road drains, which I do not think should be happening. You only have to drive the length of Henderson Road and Bransbury Road to see the number of camper vans that are there overnight in good weather.

We also have a considerable number of work vans which are parked on these roads, and again, the parking zone will only push them on to the areas which do not have restrictions. They are likely to block driveways, and cause problems, particularly when some are left for days on end without being moved.

I firmly believe that this is nothing more than a money making exercise on the part of the City Council and believe that the parking zone scheme should be totally scrapped over the whole city. I do not think it has been successful in any area and has caused a lot of problems and resentment for many people. However, if it does go ahead in this area, it should apply to all roads right down to the junction with Fort Cumberland Road/Ferry Road and every household in the area should pay for the cars that they have. If you do not include this area it will cause considerable resentment to others in the area and will set up problems for the future, particularly if the proposed new Bransbury Leisure Centre is to go ahead. This project does not appear to have plans for adequate parking on site, so anyone using the facility will park on the neighbouring roads causing obstruction and chaos, as well as noise and environmental pollution. I think you will also find that the Fire Service have concerns about accessing some of these roads when additional parking takes place as it blocks access.



I am very much against the scheme and note that there was very limited support for it in the first consultation. I am happy to be contacted if you require any further information.

57. Resident, Henderson Road

It was with great discontent that I received this parking proposal, I only reply so late because I was furious with the idea to start with and now see it as either wilful incompetence or more likely part of a longer plan to increase city council funds.

A little history, Henderson Road's parking has been reduced by a couple of schemes previously, the implementation of the 20 mile an hour speed limit (and the parking modifications during road modification, the installation of an electric charging point that to my knowledge has never been used (the price of charging is astronomical compared to a normal home supply) & worst of all, the implementation of the MH parking zone.

It is to my eyes blindingly obvious that when you institute parking restrictions, people affected park on the outside of that area, this has been noticeable for the past few years in Henderson Road. It is also obvious when you look at the proposed map, the green sections where residents evidently agreed there was a parking issue (not agreeing that PCC and their partners police it) are the one's in proximity to the MH parking zone.

This tells me that the main reason for difficulty parking is overflow from your adjacent parking restrictions. Lidiard gardens is voting in favour because it's where Henderson Road residents park when there are no spaces between the roundabout and Lidiard Gardens. It will come as no surprise to me that if this zone is passed, the eastern portion of the surveyed zone agrees there is a parking problem in 12 months time as the problem is not solved, just moved along.

There is a valid business concept, "Identify the problem and sell the solution" what is clear to me from the information provided is that you've moved one step beyond that and made "First create the problem, then sell the solution". This is what has made me furious about the proposal.

Also according to the info pack, one of the proposals is to extend double yellow lines by 78 metres in the proposed area! Assuming an average car length of 4.5 metres you're proposing to help solve a parking squeeze by removing 17 parking spaces! This is some sort of joke surely!

I also take issue with the way you have presented your data, all the way along Henderson road there is a red line, showing majority opposed to this at the first consultation. One line per street across the whole consultation zone. The exception to this being conveniently located inside the proposed zone, is the area from the roundabout to Lidiard gardens. Like Schroedinger's cat, we are apparently both for and against this simultaneously.

You do not seem to have public consensus in the area you are proposing changes and I would be interested to see how the factual responses tally with your map.



On the subject of money, you are charging us for this scheme, fining us in convenient and profitable 2 hour runs for your parking wardens and charging our visitors in 12 hour segments. This on top of a large rise in council tax. I will refrain from telling you what I think of that for the sake of decency in this email.

I used to be able to park outside my house years ago, now it is a rarity. Should my impassioned email and protest at the public consultation stop this, it will not help my parking woes. I must however do my best to stop this as the continuation of this policy will expand and extend as the problem is pushed wherever the boundary border is putting others in my situation.

Martin Niemoller wrote:

First they came for the socialists, and I did not speak out—

Because I was not a socialist.

Then they came for the trade unionists, and I did not speak out—

Because I was not a trade unionist.

Then they came for the Jews, and I did not speak out—

Because I was not a Jew.

Then they came for me—and there was no one left to speak for me.

So speak out I must because this is not sensible policy, it is restricting parking to implement charges to offset reduced central government funding.

If there were no charge to homeowners, you had full support (50% plus of all households) and no additional yellow lines, I think morally I would still be opposed, but it would not spark such ire due to the unsustainability of it. There is no question you are not solving a problem, merely pushing it to the borders and raking in money from hard up households.

Consider me vehemently opposed and please do let me know when the consultation is so I can oppose in person too.

58. Resident, Lidiard Gardens

We have lived in Lidiard Gardens for many years, in a cul de sac. For the last few years we have noticed more and more limited parking spaces for our visitors. Drivers from Eastney and Highland road park here sometimes leaving their cars from Friday to Monday morning. Also there is a resident that seems to have 4-6 cars always parked in the cul de sac or on the road, making it difficult for anyone to park. Vans are parked on the corner of our cul de sac also making it awkward to actually drive out safely, so we do welcome the proposal for parking permits as long as there will be traffic wardens to check the vehicles.

59. Resident, Lidiard Gardens

I received your letter today but I have noticed in highland news you have not marked some private parking.

At number 6 they have 2 spaces marked in blue.

At number 2 there is an additional space next to number 7, there are another 2 spaces near my home.

Can you please revise and mark as private on your plans and confirm



60. Resident, Lidiard Gardens

Thankyou for sending me the information pack, for the Proposed Extension to the MH Residents Parking Zone in Southsea.I would like to add my full support to your proposals.

In particular I would like to add my full support to the following two proposals, which affect the part of Lidiard Gardens where I live. Sometimes the traffic comes down the road quite fast, and the following proposals should make things safer.

E). Double Yellow Lines

3. Lidiard Gardens

a). South Side

(i). 64m Length of Double Yellow Lines

If this proposal is approved it would greatly improve the flow of traffic.

E). Double Yellow Lines

3. Lidiard Gardens

d). North Side

(iv). 11m Length of Double Yellow Lines

Often vans park by this entrance, making it very difficult for people to see what is coming from the right when exiting onto Lidiard Gardens.

If this proposal gets approved, it would help this problem greatly, and make it safer for people that use the driveways and car park.

I believe the Council's proposals will make Lidiard Gardens a nicer and safer place for everyone who lives here, and everyone that uses the road.

Also improving some parking issues.

61. Resident, Lidiard Gardens

Please take this mail as confirmation of my family's support to the scheme extending the scheme to Lidiard gardens.

The situation with parking has got worse over the last two years primarily fuelled by commercial vehicles being dumped overnight and weekends, what this gives is in convince to local residence and worse pushing vans and cars onto corners blocking a view of the road making this unsafe for both residents and pedestrians, your scheme will address this to an extent. Case in point.

There are two white transits dumped overnight and weekends, the users drive their private vehicles to the vans, park these and take the van out, after a few hours they return and swap them back over this has been going on for the last year or more.

There has been a White camper van dumped for about two years it moved once in that time and when the owner was asked if he was a resident he said it's his sons who lives several streets away.

Thank you for your attention in this matter.

62. Resident, Lidiard Gardens

Hi I totally support permit parking in lidiard gardens where I live. Thank you.



63. Resident, Lidiard Gardens

It has always been my belief that the parking space outside my property came with the property and therefore cannot be part of the permit scheme at some point the bays were numbered but we have not maintained the numbering.

64. Resident, Lidiard Gardens

Are the resident's permits valid for only 2 hours 6 - 8 pm? Will traffic wardens patrol the area at the restricted times?

The parking space that we own off of the road isn't currently marked at all. The proposals show this will be marked with double yellow lines. If we have guests they can park on the road here and block us in. This will be negated if the proposals go ahead.

Also, it seems that a lot of people and business vans from within the MH area park in Lidiard Gardens. Lidiard provides a good area to park for people to then walk to an MH area. The proposals may not have much effect on this.

Me and my partner would prefer Lidiard only residents to gain a permit for this area and negate other MH residents using Lidiard for their convenient parking.

After some consideration, and having lots of vans parked outside our house, we feel that the proposal may help. We, therefore, support the proposals.

With regards to our parking space the yellow lines will be preferential.

65. Resident, Lidiard Gardens

Can you please clarify the parking arrangements in Lidiard gardens.

I have noticed on the papers you have sent that some properties in lidiard gardens are not mentioned that have private parking areas. Do you know something that i do not know?

Although i agree with the proposals can you assure me that any parking problems will be dealt with robustly by the civil enforcement officers'

66. Resident, Lidiard Gardens

I object to the proposal and wish that to be noted. I do not want any more restrictions in my road.

67. Resident, Lidiard Gardens

I have received the proposal for the permit restrictions around Lidiard Gardens and find it ridiculous.

I am totally opposed to this going ahead. I have lived here for years and have never had any issues parking or experienced people around the roads parking who do not live here. I know full well my neighbours feel the same.

This is a total, money grabbing activity, that I find totally outrageous.

I would like to make sure my thoughts are considered.

68. Resident, Lidiard Gardens

Further to the letter I received I object to these plans.

The whole parking issue in Lidiard Gardens is due to people in the adjacent parking zone parking here. The only way to ease parking in Lidiard Gardens and stop other people parking in visitor spaces is to have a Lidiard gardens only zone. Extending the parking zone currently in operation will only make the issues worse. Vans etc all park



here and it means residents cannot have visitors as they cannot park. This was never a problem with this road until the parking zones came into operation.

69. Resident, Lidiard Gardens

As a resident in Lidiard Gardens, I object to the proposed extension of the parking scheme/zone. This is due to me not agreeing to paying a tax for parking, outside of my house.

70. Resident, Lidiard Gardens

I wish to make representations regarding the above proposals as follows:

My comments relate solely to the effects that I and my neighbours consider these proposals will have on the parking within Lidiard Gardens.

I agreed to the original proposals as my understanding was that Lidiard Gardens (which is a small Cul De Sac) would not be annexed to any of the surrounding roads where most of the parking issues existed. In my view, this would have improved the parking problems that we now have to tolerate in this road.

As far as I am aware, every property within Lidiard Gardens has either a garage or a private parking space and so the public parking areas were mainly used by visitors in the past.

However, over the last few years, we have noticed a substantial increase in the number of cars parking on the public highway within the road, particularly at night and at weekends. My neighbours and I are fully aware that a lot of these cars belong to residents from surrounding roads as we were told some time ago that the word had got around that there was plenty of parking here. Cars have sometimes been left outside our properties for weeks without being moved which can cause issues for genuine visitors to Lidiard Gardens, particularly during the evening and overnight. I am fully aware that taxed cars have a right to park on the road and appreciate that we cannot raise objections to this but it is a concern nonetheless.

The parking situation has become so bad that there are now increasing issues with cars being parked in private spaces without the residents' permission. There has been an incident recently where a car was parked in a neighbours space without their permission (not for the first time) and it was not moved for two days so they were unable to use their own space. Other neighbours have reported similar issues and it has also been my experience at times. One of my elderly neighbours received a telephone call from an unknown quarter enquiring about their space and this has caused them extreme upset and worry.

If these proposals were to go ahead, I can only see this issue accelerating for those of us with private parking. The only clue to the fact that the spaces are private is that the door numbers are painted on the ground. There is no other indication that these are private parking areas and it is clear that some motorists are either unaware that the spaces are private or that they just choose to ignore it.

It is my view that anyone without a permit who has parked in Lidiard Gardens during the day may be inclined to use any available private spaces between 6 and 8 pm if



they can't find anywhere else to park outside of the zone and if they wish to avoid a fine.

I consider that your proposals assume that everyone will follow the rules and, unfortunately human nature is not always so accommodating.

I have discussed these issues with my neighbours at length and they all have similar concerns. We have decided to install lockable parking posts in our spaces at our own expense as we see this as the only deterrent to other people using our spaces.

It would also help if all the private parking areas could be signposted as such but I am not sure if this would be possible as you have stated that the council is not responsible for them.

I have severe misgivings about your proposals and do not support them for the reasons stated.

71. Resident, Lidiard Gardens

I strongly object to the proposed extension to MH residents parking I have lived in Lidiard gardens for many years now. the parking very day is bad from other people's cars who do NOT live in Lidiard gardens and NOW you want to make it even worse. Cockleshell gardens Tamarisk close Dunn close having rejected this and so have I. And when I have visitors 6-8 I have to supply them with a permit.....I strongly object to the whole proposal.....

72. Resident, Lidiard Gardens

I am writing as we STRONGLY OBJECT to your proposed extension to MH Zone boundary.

This extension includes Lidiard Gardens which will cause the following issues:

1. What is to stop visitors to the sea front parking free of charge until 6pm
2. What is to stop people moving their cars from the MG parking zone at 1pm and parking outside residents properties in Lidiard Gardens
3. Why weren't parking restrictions 12-1 include as in MG zones which is just the other side of the road, at the moment people wishing to visit the seafront park in Lidiard Gardens for days on end and use the alleyway as a short cut
4. How will this be policed, we understand that no physical parking permits will be displayed in vehicle windows, we have in the past reported vehicles to Portsmouth City Council as they were without tax/insurance
5. Will the area be policed daily/weekly/monthly or hardly ever!!!!
6. What advantage will there be to residents in Lidiard Gardens who choose the option to purchase permits
7. Who will benefit from the proceeds of the permits? residents or Portsmouth Council!!!!

73. Resident, Lidiard Gardens

I object to the whole proposal of extending the MH scheme to lidiard gardens,

I do however agree with the double yellow lines proposal outside number 12 and 17
Please keep me updated on the progress and results



74. Resident, Lidiard Gardens

I dont think its necessary to include Lidiard Gardens as part of the permit scheme. We all have a private parking space, albeit to small to use when some addresses are already in thier bays.

When this estate was built the bays at the front of the houses were for residence and thier visitors only, as properties have changed hands over the years there may not be too many people who are aware of this, probably small print in the deeds. Im sure if people in this street knew this, you would receive a lot of emails like this one.

Its extremely frustrating that people from henderson road and Cromwell Road park outside our homes, ever since the walkthrough was put into place making it impossible for actual residence of Lidiard Gardens to park, in particularly at the end of the cul de sac.

Bays in front of my house, nearly always full of non residence. Please reinstall the old rules of residence and thier guest only.

75. Resident, Lidiard Gardens

I am concerned about the proposed plan. I cannot see how it will benefit Lidiard Gardens, where I live. Most - if not all - dwellings have an allocated parking space or a garage...therefore I presume that we do not have to pay for a 'first car'. I also assume that we will be able to buy visitors' passes. The problem however, with that, is how do you keep vans and cars from roads around the area from taking all the spaces.....the road has got busier and busier as regards parking - particularly with large vans and at present there would frequently be nowhere for a visitor to park! Apparently estate agents tell prospective buyers from, for example, Cromwell road and nearby roads that they can park in Lidiard Gardens! It has got worse lately as well - probably because of the new zones in the area.

I feel that a road such as this has different needs to the traditional terraced streets - and that this should be taken into account in your strategy. Protection is needed to stop it becoming inundated and in a worse position than it is now.

There also needs to be some control of the size of vehicles.

Finally, what provision is going to be made to ensure that the rules are being adhered too. I can imagine a cul-de-sac not getting many checks from parking wardens (or whatever system you are going to use).

I hope that this makes sense. I would welcome your assurance that you have considered how to treat Lidiard Gardens in a way that is appropriate to the situation - as you will need to do with Dunn Close, Cockleshell Gardens and Tamarisk Close.

Thank you so much for your detailed reply. It's extremely helpful and clarifies everything I was concerned about! It sounds a much better proposal now and has allayed my fears.



76. Resident, Lidiard Gardens

I am emailing to object this expansion of the MH zone, to incorporate the previously planned MJ zone. I was in consultation with a local councillor for many months, over the proposed zone, and feel the residents of Lidiard Gardens are not respected enough and their views are not taken on board. We as a road, have been a dumping ground for many years now, and the expansion of the MH zone will not make a difference. If anything, it will make it just as bad. How can you feel that it is feasible for a resident of Eastfield road, to be able to park or dump their 2nd and 3rd vehicle in Lidiard!! This will just encourage more people to use Lidiard. As we speak, for many years now, residents of neighbouring roads have always used Lidiard to dump their vehicle's, for long periods of time. Then they use the short cut through the alley to access Eastney road. This proposed expansion will be bad news for Lidaird resident's, and will continue to cause tensions with owners of these extra vehicle's. Below are some more points that I feel need to be answered:

- Why is there only one " Permit Holders only 6pm – 8pm ". The zone across the road from Lidiard has two. One at lunch time and one in the evening. Lidiard will require a lunch time also, such as 12-2. Because fo the zones in place closer to the seafront, people dump their vehicles in Lidiard and walk to the beach. This zone will not tackle this issue at all. It will just encourage it more. If the MH expansion goes ahead, it will require a lunch time permit only as well.
- Why have the properties on the east side of Cromwell road, not been included in the existing zone in place now, which covers the rest of Cromwell Road? These residents should not be included in the MH zone. These residents have at least 2 vehicle's each (mainly work vans).
- How can you assure residents that no more than 2 permits will be granted? some Neighbouring residents have 3 or 4 vehicles!!! 2 family cars and their work vans (some commercial).

Thank you for your quick response.

Surely Lidaird Gardens is in close proximity to the seafront it is a 2 minute walk away! MH zone will need a 12 noon – 1PM, as well as an evening slot. If not, this will just encourage people visiting the seafront, to park in the MH zone (Lidiard Gardens) all day, as it is a 2 minute walk away.

Why have the properties on the east side of Cromwell road, not been included in the existing zone in place now, which covers the rest of Cromwell Road? These residents should not be included in the MH zone. These residents have at least 2 vehicle's each (mainly work vans). Could you please answer the reason for these properties/residents being included in the MH Zone, instead of the zone for the other residents in Cromwell road?

How will you gauge the " Capacity ". If you did limit residents to only x2 vehicles, this may improve it, but when people can claim 3 or 4, the situation won't change, apart from the council earning more money for permits issued.

The fact that Lidiard is " unique " because of the amount of private parking, should not make a it a " car park " for neighbouring roads. Basically, you have said that MH zone (including Lidiard) should take the burden off the MG zone, by not adding the 9 properties and crossing the main road. This makes a mockery of residents who have



purchased properties in Lidiard, as we moved here to not have lots of traffic and being used as a " car park ". I know Lidiard has a lot of private/drive ways for parking, but I can assure you that the majority of these residents in Lidiard, will not be using their driveways once the zone is in place. We will be buying at least 1 permit, and some will be buying 2. So at present all the cars on the drives will be on the roads, which will leave next to nothing for other MH zone residents to park in Lidiard. A lot of Lidiard residents are retired, so will be home earlier and will be able to park on the road. This is going to have an impact on those 9 properties and Henderson road residents, who for a long time have always parked in Lidiard. You may find that these residents may complain to the council, as they will be paying for permits, but may find it a lot more difficult to park once the zone is in place.

the MG zone, is 10 seconds away from my property. So surely this Extension of the MH zone needs to be considered for a lunch time slot?. Those 9 properties are 2 seconds away from the MG zone!! So why are they not in this zone? Or Lidiard itself gets to have a lunch time slot?

As previously mentioned, Lidiard residents will be buying at least one permit per household, so this will drastically limit the " Availability " of spaces left to park. Hopefully this will then have a big impact on the 3rd and 4th permits, as with over 90 permits being purchased in Lidiard alone will show this. Perhaps you need to feed this back, as I bet the council believes that the majority of Lidiard " Wont " purchase permits, due to us having driveways. This is incorrect. We will be buying permits and parking on the public road, so spaces will be next to nothing going forward.

As you may have guessed, we get a lot of residents in the MG zone parking in Lidiard at present (because they do not want to buy a permit in the MG zone). Once the MH is in, technically they are not allowed to park in the MH zone (as their property is in the MG). How will you manage this process and monitor this behaviour?

77. Resident, Lidiard Gardens

I have been a resident of Lidiard Gardens for many years.

I am AGAINST the proposed extension to the MH Residents' Parking Zone for the following reasons:-

- The properties in Lidiard Gardens were originally marketed as having access to 2 parking spaces, 1 owned and the second in one of the bays outside the houses which were intended for use by residents and their visitors. I believe this was in line with planning regulations at the time.
- The parking issues in Lidiard Gardens are caused by vehicle owners from neighbouring streets parking in the bays intended for residents and using the pedestrian walk though leading out onto Cromwell Road. Extending the MH parking zone will not help this situation.
- Currently, vehicles from neighbouring streets frequently park in the bays, squeezed in at such an angle that they protrude into the road or block access to private driveways. Emergency services would have difficulty getting through at times.
- Extending the double yellow lines will exacerbate the issue leaving less space for residents, visitors etc at any time of day.



- Public Notices of the proposal attached to the lamp posts were removed sometime last week when the lamp posts were painted and have not been replaced.

Lidiard Gardens is a cul de sac so one would expect vehicles in the parking spaces to belong to the residents, their visitors or for deliveries. Why can't it have its own zone like zone MA which covers just Leopold Street and Beatrice Road?

78. Resident, Lidiard Gardens

I am writing to oppose the planned parking extension based on the following:

1. Currently we have experienced no parking problems in Lidiard Gardens in the years that we have lived in the road. Unlike previous roads we have lived in in Portsmouth.
2. We have elderly family members who live in roads with Permits and we now don't visit straight after work on the way home, as we can't park in their road, between 4.30pm - 6.30pm. I know they could buy a ticket, but there are no spaces to park anyway. As other people within the zone now park in their road. It doesn't increase the number of spaces available, as you don't have your own painted parking space outside your house.
3. It just moves the parking issue into other non parking permit roads, who are not taking part in the scheme.
4. Where we currently live there are a great deal of people who park in the roads going down towards Bransbury Park (Mistead), for the Community Centre. Yet if you go to the car park within Bransbury Park there are always plenty of spaces. People can't be bothered to walk, along the path in the park, to the centre or maybe don't feel safe, as it is dimly lit. The new planned Leisure/Sports Centre, 2021-22 budget, which is coming soon will resolve many of the current parking issues. Therefore, Parking Permit extension won't be required, as the people who currently park between 6pm-8pm could use the new car parking facility.
4. To truly resolving parking issues in Portsmouth I suggest not parking Colas vans and other Commercial vehicles full of rubbish or with maintenance equipment in residential streets. They are contracted by the Council, maybe they could be given a secure parking facility, which Colas pays for. Their workers could be encouraged to cycle or walk from the facility back home. The Council could extend their cycle scheme for employees to other Commercial vehicle users. Maybe use the Council's own car park near the Guildhall that their employees use for Commercial Vehicles after 6pm when the staff have left.
We have in the past, even had a low bed trailer for vehicle recovery parked in our road, where will they now go?
5. Either make the whole of Portsmouth parking zoned like in London or zero areas. Gradually, it has spread across nearly the whole of Portsmouth, anyway.
6. Make Public transport -the buses much cheaper to travel on. I had to get the bus when our car had it's MOT and it cost nearly £5 a single trip. No wonder the bus was nearly empty and was mainly being used by Bus Pass holders. That trip was far more expensive and less convenient than using my car. What about having free bus ticket during the peak times of 7.30am-9am and 4pm-6pm. Paid for by the Parking Permit revenue?
7. You need to think about the transport infrastructure more. Do like Cambridge and Oxford, where students are not permitted to take their cars to University. That would free up many spaces. Also, all vehicles visiting the City Centre at Oxford have to use



the Park and ride. You are not allowed to drive in. You could insist all visitors must use the Park and Ride. Ask Oxford Council how they do it. With the Pandemic no cars were stopped entering the City despite it being heaving and packed with non residents and the parking was disbanded so encouraged more people, as they could park for free!

The parking significantly reduces when the students are not in the City. When the University was much smaller as Polytechnic, we didn't have as many parking issues as we do now and busy roads.

8. If I am paying for a space, I would like a space marked outside my house. What is the point of paying for a space within a zone and I still may have to park several roads away? It would be the same situation as now for many who have parking problems in their roads, no change. We currently don't have this problem in our road, but we will if people can park here, if we are included within the extended zone. Most people who park in Lidiard live in the road or are visiting family, as it is a Cul-de-Sac not a through road, most people don't know about it to park in for the beach, shops or Community Centre. We are a quiet little road, we won't be if you advertise our road to be used in the extension, it will make our road busier.

9. We currently have a private parking space in Lidiard Gardens. We have two cars, sometimes we swap the cars over, one on the road and one on the driveway. Depending on what we are doing, that day. For example, if we go on holiday we might take my husband's car and put my car on the road, so that when we get back it's easier to unload our luggage on our driveway. If we go to the vet we might take my car with the pet equipment and he would park on the road. Would we still be able to do this and swap over onto the street? We only need one permit, as it is only one car at a time, which would be parked on the Highway? Could we take out the permit and place it in the other car? If not it is another reason to oppose the decision, as it will impact on our lives. I don't want carry a sick pet in a carry-case a few streets away, as that is the car with the permit and it can't be swapped over.

Furthermore, it seems like an additional tax going into the Council coffers with no return for the residents, when additional parking is not required in our road, when so many residents have private parking.

Maybe, if the residents at the top end of Lidiard Gardens, would like more spaces and agree to the scheme, they should use the huge private parking spaces they currently have to free up the road availability. However, they don't need to use their private car parking spaces, as they can always get outside their own properties. Hence why their own Private car parking spaces are hardly used. Nearly empty, with a chain across. You should send somebody around to assess the road at the times you are advocating putting the permits in for. Check out the car park at the back not used, before you bring in the Parking extension. Have you assessed the road?

Whilst there you could knock on the doors of the residents and get a proper Survey carried out. A '74% no response' implies that there isn't a parking problem, otherwise the residents would have responded. Either that or the other reason for the lack of responses, could be the paperwork you sent out is too complicated, full of legal jargon and not accessible for the average person to disseminate the information, unless you are a TRO. They might have an opinion and might want to respond but they may be



unable to read and understand what it all means. Whereas, if somebody asked them in person and explained it to them they could fill out the Extension Survey together. I think sometimes we presume that everybody has the same knowledge and literacy levels as ourselves and that often is not the case. People are often frightened to admit they don't understand or are too busy to take time to respond. So the Survey probably ended up in the recycle bin.

I know that you can only go by the responses returned to your Office, but the majority of the residents did not return the Survey. The final point I'd like to make is that over 50% of the responses you received did NOT want a Parking Scheme, as it did not resolve the problem of parking in an over populated residential city. Therefore, you are not listening to your residents. What would you have done if 99% of the residents didn't respond and only 1% did in favour. Would the scheme still have gone ahead? What is the percentage of responses you need to validate the Survey?

You may as well just add the monies to the Council Tax and have done with it and make the whole of Portsmouth a Parking Permit only Zone. Giving each household one Parking Permit. Extra permits would need to be applied and paid for. This would have saved a huge amount of the time and money wasted and spent on Surveys, which 74% of residents did not respond to. Monies which could have been better spent on fixing the pot holes in Portsmouth or the Libraries/Education.

I therefore I strongly object to the Extension of the Parking Permit Zone and spoiling our lovely and quiet little idyll with extra cars from elsewhere in the Zone. I do realise that you will ignore my objection and carry on regardless of my opinion/points raised.

79. Resident, Lidiard Gardens

I would like to STRONGLY OBJECT to the proposed MH ZONE on these grounds:

- Firstly the zone is far TO BIG. I live in Lidiard Gardens, a NO THROUGH ROAD, WE have great parking problems now, with VANS CAMPER VANS parking for weeks on end, residents who live in Lidiard Gardens only park in Lidiard Gardens, We dont cause any parking problems, but we will do, if this MH ZONE goes ahead I can see us having to park elsewhere.
- Also you have made it look as if people with a dropped curb in Henderson Road, or anywhere with a dropped curb cannot park outside of their own space, when it does not cause any obstruction to the highway (answer please) if this is the case the problem will be GREATER STILL.

Moreover, I would like to know under the freedom of information act if the council knows exactly how many CARS, VANS and LORRIES each household in Portsmouth has? Because I think the problems we have now are because people do not want to pay for the extra cars, I am not against parking zones, but Lidiard Gardens SHOULD have its own Zone. You have been asked this before, OUR OWN ZONE but again you do your own thing, I think the council causes more problems than they fix. Why not make all roads around here one way, then more parking spaces would be available, this is a valid argument.

thank you for your reply, have had a word with my neighbours and we all agree that we do not want the yellow lines outside of our properties, please. I know it must be difficult to please everyone, in these parking zones, but we have never had so many



vans parking , From my property to the shop on average 43 vans are parked.in that short distance, I leave my house at 4 15 am and some are parked and left. Anyway that being said I hope you can sort our yellow lines off your list

80. Resident and Business, Lidiard Gardens

I object to the proposed extension to the MH residents parking zone (TRO 8/20210 for the following three main reasons:-

The MJ survey (2020) return rate of 27% is an insufficient response to make that a valid survey; on which the area of extension is based.

The coloured MH plan on page 1 of the letter (dated June 2021) shows the part of Henderson road within the proposed parking zone in two colours, red and green; this part of the road should only be identified in one colour only.

Parking problems reported in some roadside zone MJ are caused by local people and as such a parking permit scheme will not help this problem; 50% of residents previously surveyed stated this.

I raise concerns about the content of the letter received by our residents, dated June 2021 regarding the proposed extension to the MH parking zone.

Firstly, the map of Lidiard Gardens (Drg. No. Plan2021TRO008) dated 23/3/2021 shows highland mews labelled and parking court partly coloured in purple: We would expect to see the whole of the parking area coloured purple, in the same manner as all of the other parking courts on the map. Without this change we feel our private parking area is ambiguous, misleading and subject to legal challenge.

Secondly, in the text of the letter there is no mention of No. 117 Lidiard Gardens, listed under the ORDER section G) "information to be noted and administrative amendments"; part a) 'the following private parking areas within Lidiard Gardens remain private and are unaffected by the provisions of this Order': We consider this omission is an error and strongly request inclusion.

We raise these matters for your kind consideration and trust they will be addressed appropriately

81. Resident, Minstead Road

We wish to support the parking proposals. Would the double yellow line stop at the start of the dropped kerb to the drive? (Yes)

82. Resident, Minstead Road

support the MH extension wholeheartedly parking in Minstead road has become ridiculous of late with not only broad access restricted but also pedestrian access reduced due to numerous vehicles parked on pavements.

83. Resident, Ringwood Road

Hello, as requested here are my views on the proposed extension of the MH parking zone which was sent to me this morning

- I support the proposal to introduce a parking zone restriction in this area



- May I suggest that the zone be extended Eastwards along Henderson Road to the junction with Bransbury Road. The reason being we very often park in this area (more than 50% of the time) as it's the only place where a space can be found within walking distance of our house when returning late at night (we live on Ringwood Road). If this area is non-permit then these spaces will be filled by long term parking or locals who decide not to buy a permit and we would then end up parking even further away. Your letter explained that these residents had opposed the scheme, which is understandable considering most of the houses at that end of Henderson Road have driveways. Can I therefore offer a compromise which would be for the zone to include only the south side of the road, between Lidiard Gardens and Tamarisk Close? This stretch is mostly alongside an apartment building that has its own car park so unlikely to impact on the residents. I noted that the council plans to increase the length of double yellow lines in the zone which will actually reduce the number of available spaces so there is the potential for this problem to get worse. Of course I realise the objective of the scheme is to reduce the number of cars parked in our street, and I hope that it does work, but I see this as a big risk that could make our parking situation worse.

Thanks for everything you are doing to help improve the parking in our area!

84. Resident, Minstead Road

We live in Minstead Rd.

We support the proposal in principle, however we do have a number of issues that should be addressed.

1. Why hasn't the proposal included a midday permit holders only time i.e. 12-1pm , as seems to be standard in other local parking zones ?
2. Will the duration of permit holder only times be reviewed / extended if / when the proposed leisure centre is built on bransbury park?
3. With reduced parking on bransbury rd., point 1 above needs to be seriously considered.
4. Also why isn't Minstead Rd. one way in line with Ringwood rd & Fordingbridge rd. ?

85. Church, Minstead Road

I would like to lodge an objection about the intention of making the area a parking zone with restrictions. Having been closed for the Covid lockdown, we are delighted that the church can re-open in the next couple of weeks. However, my concern is now, where can our parishioners park? We have an average congregation of around 80 to 100 people and they worship regularly on a Saturday evening starting at 6pm, but we also have within our lively community many functions and clubs who come to the church hall during the week on a regular basis. In view of this re-opening and realising the difficulties that have faced many churches, I urge you re-look at the parking restrictions in this area please.

The proposed double yellow lines at the north end of Minstead Road would also cause problems, for two reasons:

- a) I usually park there and carry a lot of things which means that I need to park very nearby.
- b) when funerals take place at the church, the hearse needs to be parked there so that the coffin can be brought easily into and removed from the church.



I look forward to your reply and hope that you are able to look at our situation in order that a whole community which has been in lockdown is not permanently locked out of the area for good.

86. Resident, Ringwood Road

I am in favour of the proposed scheme, as we have more and vans parking in Ringwood Road plus cars coming from areas that already have residential parking.

Regarding the proposed times, Ringwood Road is normally full by 4.30pm, so perhaps the time could be adjusted to 4.30pm to 6.30pm

I feel that Residential Parking would benefit all of those living in this area.

87. Resident, Ringwood Road

As residents of Ringwood Road we fully support the proposal to extend the boundary to include our road.

88. Resident, Ringwood Road

I previously lived in a road where we had a residents parking scheme for a number of years.

I fully approve of the above proposed extension to include us here.

The parking situation here is very difficult from at least 5pm onwards and also at weekends.

Since the MH scheme came in then those in that area are now, quite legally, parking their second vehicles, work vans and trucks in this area causing the parking situation to be even worse than before.

Worryingly so, I drove round for 20mins at 7pm the other evening before finally getting a spot up at the far end of Bransbury Road and that was only because someone happened to move off as I circuited round again.

This is a normal situation here now and worrying for people with children and who are older as dark nights return in the autumn and you are more vulnerable in the dark.

Also for those who regularly return from work 6pm onwards.

I fully endorse the proposed extension in the letter you sent dated June 2021.

I think a number of residents who hadn't been too bothered about having a Parking zone last October are now very concerned about the worsened situation with the extra vehicles now moved across to here from the MH zone, they had not seemed to realise or understand that that would happen.

89. Resident, Ringwood Road

Just writing to confirm that we support your parking permit proposals. We live in Ringwood Road.

The only query I would raise is regarding motorcycles, a neighbour has 3 and they take up a car parking space, so interesting that you don't charge, even at a reduced rate.

The proposed leisure centre in Bransbury Park will have an impact on parking in our road if it goes ahead, which is why we are supportive of the permits.

90. Resident, Ringwood Road

I would like to register my positive support to extend the parking zone into RINGWOOD ROAD.



Personally I would like the hours to begin earlier, possibly 4.30.

I feel further restrictions into Bransbury Road could cause further difficulties for park users and residents alike.

91. Resident, Ringwood Road

We are in full support of the MJ parking proposal but would like the restrictions to be between 4pm and six pm

92. Resident, Ringwood Road

Please take this email as full support for enforcing parking permits in Ringwood Road, Southsea.

The parking is a nightmare. Households in this road have multiple vehicles, which they save spaces for. Nearby a house has a large transit van, a car and 2 motorbikes. Several second vehicle Campervans, works vans all park in the road along with Bransbury park users.

From a one car household, finishing work at 5pm and driving round for half hour trying to park with a boot full of shopping is most frustrating.

The parking restrictions are very welcomed.

93. Resident, Ringwood Road

I 100% support the parking proposals as set out for TRO 8/2021.

Parking is a pain down Ringwood Road.

I only wish you'd charge for motorcycles too.

There are a couple of residents with multiple motorcycles parked on the road taking up space.

94. Resident, Ringwood Road

I've received the consultation for the MH parking zone extension and I would like to vote in favour of it. I've lived in ringwood for years now and parking situation is getting worse and worse every year so I highly support any kind of parking zones in hope that it will slightly improve the situation on mine and some of the surrounding roads!!
Could you please keep me updated on any news about this matter.

95. Resident, Ringwood Road

I have been converted to the idea of residents parking zones. I know people in other zones. I have seen the positive difference it has made to parking in those areas. I have also noticed that Ringwood Rd (my street) is now even worse for parking as non residents from these areas seem to be parking here!

Please can we have resident only parking soon and also would it be possible to paint designated spaces out so that people park sensibly?

96. Resident, Ringwood Road

I object to the parking permit proposal for ringwood road in Southsea .

I don't see how this will make any difference to my road , the problem with this road is the way people park! Blocking off spaces or parking in 2 spaces to save a space for second cars when they get home from work is a regular thing down this road yet this is acceptable ...or having 3 motorbikes on the road that don't get used yet these don't need a permit.



A car a van and 3 motorbikes outside one house is ridiculous and there is multiple property's that play musical cars with.. that is the problem with the parking.

Most of this road is either retired or home by 3/4pm I can't see how having a permit between 6-8pm will make any difference.

If anything it will just make it more difficult for the small minority that get home at a normal time e.g. 5pm and have to still park 2 roads away.

97. Resident, Ringwood Road

As a resident of Ringwood Road, I strongly oppose the proposed extension of a resident's parking zone.

98. Resident, Ringwood Road

I recently received a letter about your proposal (TRO 8/2021) to extend the MH parking zone. As a resident of Ringwood Road, I am very aware that parking is notoriously difficult in that area and I have reservations that extending the MH zone will not improve the situation, merely just allow people living in streets like Reginald Road etc to spill over their parking into our area. In addition, the worst time for finding immediate parking between 4pm-8pm; noting your 2 hour enforcement of the parking zone may reduce this but there are many residents in Ringwood Road who work shift work and we have found finding parking overnight is equally difficult due to the number of commercial vehicles using the area. Any time after 10pm requires parking on Henderson or Bransbury road and a long walk home. Stopping the enforcement at 8pm will just delay the commercial vehicles from using the roads, not stop them altogether. I have a few questions:

1. How many people in the existing MH zone struggle to find parking in their area already?
2. When are you proposing to start this parking enforcement?
3. What is the reasoning behind enforcing MH resident parking between only 6-8pm?
4. Paying £30 a year for 2 hours of enforcement a day is very expensive when other areas of Portsmouth charge the same amount a year and enforce resident parking permanently. Is it possible to reduce the cost of MH parking based on the reduced enforcement time per day?

99. Resident, Ringwood Road

I write in response to the recent (June 2021) letter outlining the proposed extension of the MH Residents Parking Zone (TRO 8/2021).

I find it incredulous that this scheme will be imposed against the will of residents when your own survey's result showed a majority of respondents were opposed to the scheme. Is it the councils tactic to canvas public opinion then reject them in favour of its own agenda? Your proposed extension now clearly shows you've rejected the survey results as a whole and instead broken it into individual roads and proceeded on that basis.

It is clear that the council has no clear way of tackling parking issues except making money out of parking zones while sweeping the issue under the carpet. Your proposals do nothing except make at least £30 from each residential property owning a car. This is nothing but a stealth tax. You will not provide any services or benefits for that £30. I put it to you that if your scheme was truly workable and provided benefits to residents or the environment, it would have been free. But it does neither. Instead you've seen a way to yet again scam the people of Portsmouth out of their hard



earned cash. Did you know Portsmouth has some of the most deprived inner city areas on the south coast? Yet you continue to bleed these residents of money with nothing given in return. Shame on you.

I have been a long term resident of Portsmouth and have been dismayed at the inherent lack of vision and ideas displayed by the council and I'm not surprised this conniving stealth tax is going ahead. As with other previous parking zones, the problem is just shifted from the zoned area to the next. And then you extend the Zone to the next area until the entire city is zoned but the issue of the number of cars remain and the council gets a very nice income from everyone from this stealth tax. I challenge the council to explain publicly how their long term proposal will benefit residents when the majority of our city has been zoned.

Sir/ Madam, I object in the strongest possible terms to your proposed extension of the MH parking zone to the Ringwood Road area.

100. Resident, Ringwood Road

I wish to lodge my objection to the proposal for the extension of the MH zone.

I object to the timing of the zone. 6pm to 8pm is too late for it to be effective in finding parking after work.

I regularly come home from the school run and have nowhere to park in my road (Ringwood).

As the road closest to the community centre, we regularly struggle to park and would find a zone timed for 4.30pm to 6.30pm a more effective time as this would allow parking in our road but also allow parking for evening events at the community centre.

101. Resident, Ringwood Road

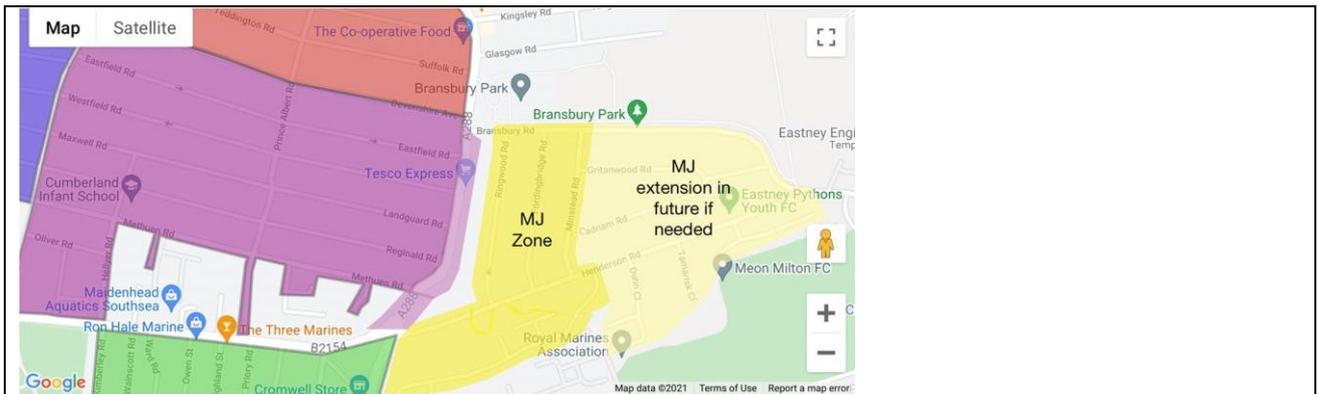
As a resident of Ringwood Road overall I support the idea of permit parking in this area. However I do not believe the extension of the MH zone is the best implementation.

For Ringwood Road in particular the parking is very bad every day, as a single vehicle household I often have to park as far away as Cadnam road or the eastern end of Henderson road currently. I think one of the issues arises from residents on Eastney Road who park in Ringwood Road as they have no on road parking.

A better solution would be for the MH zone to include both sides of Eastney Road, and the originally proposed MJ zone to be implemented to cover the area from Ringwood Road east instead of the extension. (See attached image)

This would allow the MJ zone to increase to cover Gritanwood Road, Cadnam Road, eastern end of Henderson road should residents want it in the future.

This would be a much better solution than having what would be a very large MH zone that wouldn't actually stop the spread of parking from adjacent roads.



102. Resident, Ringwood Road

Reference to the above proposal for the extension of parking zone MH.

My wife and I as individual car owners, both object to this proposal on the grounds that it will have no effect to the restrictive parking already endured by the residents of all the roads singled out within the proposed boundary. This has obviously come from the overspill for the original MH zone. No doubt you were expecting this, and use this as a tool to extend the zone.

Even if introduced, it would not guarantee a parking space within the boundary as bourn out by all the other enforced zones.

As you are probably well aware, the residents of those roads outside the boundary will certainly not care if the zone were to be endorsed as they are majorly blessed with off street parking. Therefore any votes cast by these roads should not be counted as part of the survey. Only those cast by the roads affected should count.

Perhaps instead of penalising car drivers, you could manage the highways more effectively and give car owners more available spaces.

By way of:

- Prohibiting the on street parking of caravanettes, caravans and trailers. (Even if they are submitted as a second/third vehicle should the proposal be enforced. These do not move for months on end)

- Instead of extending double yellow lines, shorten them. (to give MORE parking spaces) Even by a metre, as this would have a positive knock on affect.

- Remove either of the bus stops in Bransbury Road, or both and replace them with one central one.

Surely there is no reasonable purpose for two within 100 yards of each other. (MORE parking spaces)

- Those within the boundary who have off street parking to USE it as a rule. (Not as a SURE parking space If none available on the roadside).

- Make the carpark in Bransbury Road available for free overnight car/van parking, with a morning time limit if needs be.

I am sure some/most of the other zones could be revisited and positive adjustments made in favour of the car owner.

In the big scheme of things, we car owners are all residents and council tax payers, and should not be treated as money trees always ripe for picking.



Residents and visitors outside proposed area, within current MH zone and/or no address given

103. Resident, Eastney Road

I currently have parking permits for the existing MH zone due to previously being told I fall in the catchment area, even though I live on the east side of Eastney Road.

My preference has always been to park in Henderson Road and it means I don't need to cross the often busy Eastney Road to get to my car, which I am currently parking in Methuen Road. Since the MH zone has been introduced it has proven difficult to get parking in Henderson Road due to displacement of cars and vans who do not hold a permit in the MH zone.

I would fully support the extension of the MH zone as proposed. It will mean I can park to the rear of my property and will have no need to cross Eastney Road and hopefully force those who do not hold permits to find alternative parking.

104. Resident, Eastney Road

As a resident in Eastney Road and a current MH Residents' Permit Holder, I support the extension of the MH Residents' Parking Zone.

105. Resident

I have a query about the proposals (which I am generally in favour of).

We are lucky enough to have a small driveway that allows us to park off street. We only have 1 car but occasionally we park on the road across the dropped kerb for short periods. With the parking permits in place are we still permitted to do so as it wouldn't be within the marked bays?

106. Church Visitor

Masses are due to restart after the long Covid lockdowns at Our lady of Lourdes church Eastney, from Sept 4th. Many parishioners need to come by car, and putting in a residents' zone with restrictions early evening will affect us badly, as our service (the only one of the week) normally takes place at 6PM. Could some accommodation be arranged which would allow for our needs as well as preventing long term parking in the area, which is clearly the purpose of setting up a residents' zone. Also, our priest comes from Southsea (no one lives at Our lady of Lourdes now), so he needs to park near to the church as well.

107. Resident

SUPPORT MH EXTENSION

108. Resident

SUPPORT MH EXTENSION

109. Resident

I support permit parking where I live. Please bring it in ASAP

110. Resident, Eastney Road

Where I live we have a parking space for each flat, where we pay for the parking within the rent for which we get a permit, when you done the first parking permits across the road at Westfield Rd Eastfield Rd etc, we got a number of cars parking in the car park which should not have been there, after cross words from the landlord they stopped, if you do the roads behind us and because the second permit costs so



much they won't bother thinking they can come in as well, if we go out at night we will have no chance of parking.

When people use the community centre and cannot park on the road they just put their cars in here (when the swimming pool is built will there be a car park for them) and in hot weather people who then go to the beach try to park in here as well it is very annoying, there are signs up but people just ignore them, the landlord has asked if he can put up a barrier or gates to stop this but this was rejected.
i strongly object to the parking permits being put up.

111. Resident

I would like to object to this plan in the strongest possible terms. I think it will do nothing to ease any parking problems, and will, in fact, only cause problems. This plan is ill thought out and will cause many difficulties. Please do not proceed with this plan. Living in the area I can see that instead of easing any parking issues, it will make things much worse.

112. Resident

I have just heard about the proposed parking restrictions for the new MH zone in Eastney and I am concerned about the elderly congregation who attend Our Lady of Lourdes Church at the corner of Minstead Road. This church has a service just once a week for an hour at 6pm on saturday evenings. The proposed parking restrictions will mean that many of the people who attend this service once a week will be unable to attend.

I ask you to at least include plenty of disabled parking spaces in this location so that people who have attended this church for many years will be able to continue in their weekly church attendance. *(Blue badge holders are exempt from residents' parking bay restrictions and limited waiting)*

113. Resident, Eastney Road (within MH permit entitlement area)

I have received your letter regarding parking permit, in Ringwood Rd, Fordinbridge Rd, Minstead Rd and surrounding areas. We live in Eastney Rd, I'm wondering where we will be able to park, I work and do the children school run and my wife works outside Portsmouth, we have issues with a little space nearby which apparently belongs to Churchill Court. The letter is a little confusing.

114. Resident, Henderson Park

I can understand some residents wanting parking restrictions in this area but can't comprehend why it proposed as an extension to MH area & why only half of the (MJ) zone is being considered.

Surely the whole MJ area needs the restrictions if it is to go ahead?

As it is shown it will only exacerbate the increasing amount of dangerous parking on the Bransbury Road bend by Eastney Farm Road which is now often used for parking by Motorhomes, Removal & other bulky Commercial Vehicles along the bend & all the way along to Henderson Park. This stretch is now also being increasingly used (promoted by PCC) by cyclists & scooters- their safety is severely comprised by poor visibility caused by the dense parking of lorries & bulky vehicles for motorists using, & turning into this stretch of road.



Please rethink this proposal. I have already witnessed so many near misses along this stretch & can't bear to think how dangerous it will be if this goes ahead.

115. Resident, MH zone

Please note my objection.

This appears to have been submitted to avoid the consultation process of formal survey. It also cites Eastney Road residents. These residents are to my knowledge either situated adjacent to 'double yellow lines' or 'shoppers restrictive parking', why they should influence a circumvent of the process I don't know.

The current administration said clearly it would listen to residents in each zone and act accordingly. In this instance they appear to have listened to a few residents and felt it, quicker or easier to follow process.

I am in MH zone and have only seen this on social media. Given it is part of our zone should we not be notified formally. I also walk the streets and have seen no signage.

Within MH there are elements of the TRO which are still to be completed.

I was assured pressure was on the relative bodies to complete these works over 3 months ago. They haven't. Please confirm formally that a TRO can be enforced when it is incomplete. I will await a clear response within 14 days. Thanks in advance.

116. Resident

Can you please clarify as I am unsure with regards the FAQ.

My partner drives a company van for his work which is obviously not registered at our address, can he apply for a permit and how much would this be as we already have a permit for our personal car.

If he is not entitled to get a permit for any reason can you please advise where he is expected to park (and also if the proposed extension gets approved).

Also if he gets a van registered to our address for work use and becomes self employed can you confirm if this charge comes under the Business rates or still Residential. Look forward to hearing from you.

117. Resident

I have a query about the proposed parking permit zone (extension of MH area) - we have a two cars in our household and (a one car) drive, which means we often park one car in front of the drive on the white line area if there are no other spaces. Would continuing to park on this white line after the zone is implemented require a permit, or would it be exempt as it is not taking up a parking space and nobody else can park there?

118. Church Visitor

With regard to the proposed residents parking scheme for the Bransbury Road area of Southsea, Ref. No.TRO 8/2021 I would like to bring something to your attention !

There is a church in Bransbury Rd, on the corner of Minstead Rd, Our Lady of Lourdes Catholic Church. The church has been closed since the beginning of the pandemic but it is planned to re-open it in early September. Our main weekly service is at 6.00 pm on a Saturday evening, just as the proposed parking restrictions would



start. We usually have a mid-day mass on Thursdays and occasional services for feast days in the evenings. The church does not have a car park!

Our priest drives round to the church for the service. often bringing things with him. We also have a number of members of the community who live some distance away and for whom walking or using public transport is not practical. Where are we going to park?

The church is also used for funerals and weddings - where are hearses and wedding cars going to park?

The church hall is also available for local community groups to hire. Where are they going to park?

The north side of Bransbury Road already gets filled up by people using the park, community centre and local shops or going to the beach. This will only get worse if the proposed new sports centre goes ahead!

Please reconsider this scheme otherwise the church, which provides spiritual and other support for the local community will not be able to function.

119. Resident, MH zone

Please accept these comments as an objection to the extension of the MH RPZ. The reason for my objection is that the total size of the RPZ would be too big to make it reasonable for both residents to reasonably park in vicinity of their homes and would be nearly Over a mile in length. The patrolling of the zone has not yet proved to be effective and making the zone bigger will increase the likelihood of unauthorised vehicles chancing parking as the zone will be even more difficult to police in a 2 hour window. Unlike other zones the Eastney road end of the existing zone is not able to be used for parking and I feel that increasing the size of the area and adding more properties and vehicles into the latterly established RPZ. The consultation to introduce zones resulting in the positive response from residents was based on existing proposal that did not cover the Bransbury park area which may have influenced the responses. I feel that extending the zone so soon after the introduction of the MH zone is unreasonable as it has not allowed residents to feedback on the effectiveness of the zone especially during the summer season with increased traffic expected within the area.

I apologise that my comments are late. There were no signage in my road to notify of the consultation and I struggled to locate the proposal online.

120. Resident

PCC appear to be trying to circumvent the process by extending a zone to include part of another zone without a formal survey!

Within this TRO they are extending the MH to include parts of MJ which is Bransbury Park area and south, but ending part way through roads!

One has to ask their motivation, as they also cite Eastney Road residents particularly. To my knowledge Eastney road is all or mostly double yellows or restricted anyway!

A resident has posted on another site as there appears to be little or no signage or notification.

If you live in or adjacent this will effect you.



If you are a resident of Portsmouth and are not happy about the abuse or lack of process say so now.
Make your view known.

121. Church Visitor

I saw the notices about the above proposed scheme this morning and wish to raise the following objections to it. Although not a resident of the zone, I would be affected by it as a regular worshipper at Our Lady of Lourdes' Church, which is on the corner of Minstead and Bransbury Roads and therefore falls within the zone. The church has been closed during the COVID crisis but is due to reopen in September.

The regular weekend Mass there takes place on Saturdays between 6 and 7 pm, so worshippers from outside the zone would be prevented from parking close by; the nearest available parking would be on the north side of Bransbury Road, which tends to be quite full. I'm usually there from about 5pm and others turn up shortly afterwards to get the church ready.

If the time of applicability of the RPZ were changed from 6-8pm to, say, 2-4 or even 3-5pm we would not be so badly affected and the purpose of the RPZ, to prevent long-term parking by non-residents, would still be achieved.

The proposed double yellow lines at the north end of Minstead Road would also cause problems, for two reasons:

- a) the Parish Priest (who lives by the other church in the parish) usually parks there as he has a lot of things to bring and needs to be able to park nearby;
- b) when funerals take place at the church, the hearse needs to be parked there so that the coffin can be brought easily into and removed from the church.

To obviate the latter problems, I suggest that, instead of the proposed double yellow lines, single yellow lines be introduced on the western side (at least) of Minstead Road with a maximum of three hours' parking and NO exemptions for MH permit holders. The church should also have the right to place cones in the road for the same period before a funeral to reserve space for the hearse and the official cars carrying principal mourners.

Thank you for your reply. Your comments on access for funerals is reassuring and I am aware that Minstead Road can get congested at the Bransbury Road end. However, I still feel that specifying an earlier time of applicability would help us whilst still preventing long-term parking by non-residents and I hope this will, at least, be considered. Also, as I understand from the proposals, much of the north side of Bransbury Road is to remain unregulated: wouldn't it make more sense to limit parking by non-residents to three hours for the full length opposite the RPZ on the south side? Otherwise, it might attract the sort of long-term non-resident parking you are trying to avoid, or even enable residents to avoid paying for permits for one or more of their vehicles. *(The proposal is already to restrict Bransbury Road to 3 hours' limited waiting on the north side and residents' parking on the south side)*

Appendix C: Confirmation of communications undertaken

(End of report)