

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

**Date of meeting:** 2 September 2021

**Subject:** TRO 48/2021: Proposed shared bays (MG / MH permit holders) in Owen Street and Ward Road, Southsea

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

**Wards affected:** Milton, Eastney & Craneswater

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the public response to the proposed amendments to permit parking in Owen Street and Ward Road.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 48/2021

Appendix B: Public views submitted

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

## 2. Recommendations

- 2.1 That the amendment to 3 residents' parking bays (accommodating approximately 12 vehicles) within the MG parking zone to allow MH permit holders, proposed under TRO 48/2021, is implemented;
- 2.2 That feedback from local people is recorded and used to inform any future proposals, should they become necessary.

## 3. Background

- 3.1 The boundary between MG and MH parking zone runs along Highland Road. Within the section between Winter Road and Cromwell Road there is no on-street parking due to double yellow lines. On the north side of Highland Road, within MH zone, some properties have no private parking available, and there are no side streets between Hellyer Road and Prince Albert Road for MH zone residents to find parking spaces. See Plan 1 below, showing the proposed shared RPZ parking bays as pink lines.



Plan 1



- 3.2** After the introduction of the MG parking zone into the side roads opposite, a small number of residents living on the north side of Highland Road within the MH parking zone, living opposite Owen Street and Ward Road, reported having to walk considerable distances. Seeing spaces available in the roads that they were previously able to use, but that are now restricted between 12-1pm and 6-7pm, has caused some frustration.
- 3.3** Therefore, a proportionate proposal for some shared MG/MH parking bays in appropriate locations was put forward under TRO 48/2021, to provide more parking options for properties on the north side of Highland Road in response to the known, minimal requests.
- 3.4** Changing the boundaries of parking zones instead is a major undertaking and would still limit residents to parking in one zone. Other properties in Highland Road are content with the current arrangements and would not wish to change. To move all the properties within the area between Hellyer Road and Prince Albert Road to MG would lead to a far greater number of permit holders transferring and could cause considerably more issues for those in the MG zone. The best solution, that has proved successful in other locations, is to provide shared parking bays in some roads. To reduce impact on MG permit holders the parking bays selected for sharing are those not located directly outside houses.

#### **4. Reasons for the recommendations**

- 4.1** Shared parking bays that allow parking by permit holders living either side of a boundary is a proven way of improving parking opportunities for those who need it and controls the extent to which sharing can take place. Therefore, proposing to allow parking by both MG and MH permit holders within approximately 12 spaces close to Highland Road, is a proportionate response to the concerns raised.
- 4.2** Three residents' parking bays that are not directly outside residential properties were identified for shared permit holder status, catering for around 12 vehicles in total. These are located in Owen Street alongside the Co-op store car park, and in Ward Road alongside the Co-op store and opposite; southwards from Highland Road.

- 4.3** Whilst 27 residents of the MG parking zone are concerned the measure could encourage more MH permit holders to park in Owen Street and Ward Road, there is no evidence to suggest this is likely. Geographically, residents living further into the MH parking zone would have to walk some distance to park in these roads, ignoring closer adjoining roads. The proposal caters for a small number of residents in Highland Road who have expressed an interest in parking in the side roads opposite.

## **5. Consultation and notification**

- 5.1** Statutory 21-day consultation and notification under TRO 48/2021 took place 24 June - 15 July 2021.
- 5.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly 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 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.
- 5.3** In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to properties in Highland Road, Owen Street and Ward Road, to raise awareness.
- 5.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

## **6. Consultation response**

- 6.1** 281 copies of the proposal notice were sent to properties in Owen Street, Ward Road, and includes 68 properties in Highland Road. 27 objections were received to the proposal, concerned that there would be an influx of MH permit holders into Owen Street and Ward Road. 4 expression of support were received from properties in Highland Road.
- 6.2** In practice, the small number of residents in Highland Road who have expressed an interest in parking in the side roads opposite are likely to use the shared parking bays. It is as difficult for them to access the nearest MH parking bays as it would be for residents further into MH zone to access shared parking bays in Owen Street and Ward Road, as there is no direct link northwards from Highland Road.

## **7. Integrated Impact Assessment**

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

## **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 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 financial impact of the recommendations within this report is likely to be minimal.



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   |
|--|--|
| 31 emails in response to the published proposals under TRO 48/2021 | 1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook<br>2. Parking team's online storage (content reproduced within the report) |

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

Signed by:  
Cabinet Member for Traffic and Transportation

## Appendix A: The public proposal notice for TRO 48/2021

### THE PORTSMOUTH CITY COUNCIL (OWEN STREET AND WARD ROAD) (AMENDMENTS TO RESIDENTS' PARKING PLACES: MG ZONE) (NO. 48) ORDER 2021

24 June 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers, and in accordance with Parts III and IV of schedule 9 to the 1984 Act. The effect would be as follows:

#### A) CHANGE TO RESIDENTS' PARKING BAYS FROM: MG PERMIT HOLDERS 12-1PM AND 6-7PM TO: MG AND MH PERMIT HOLDERS 12-1PM AND 6-7PM

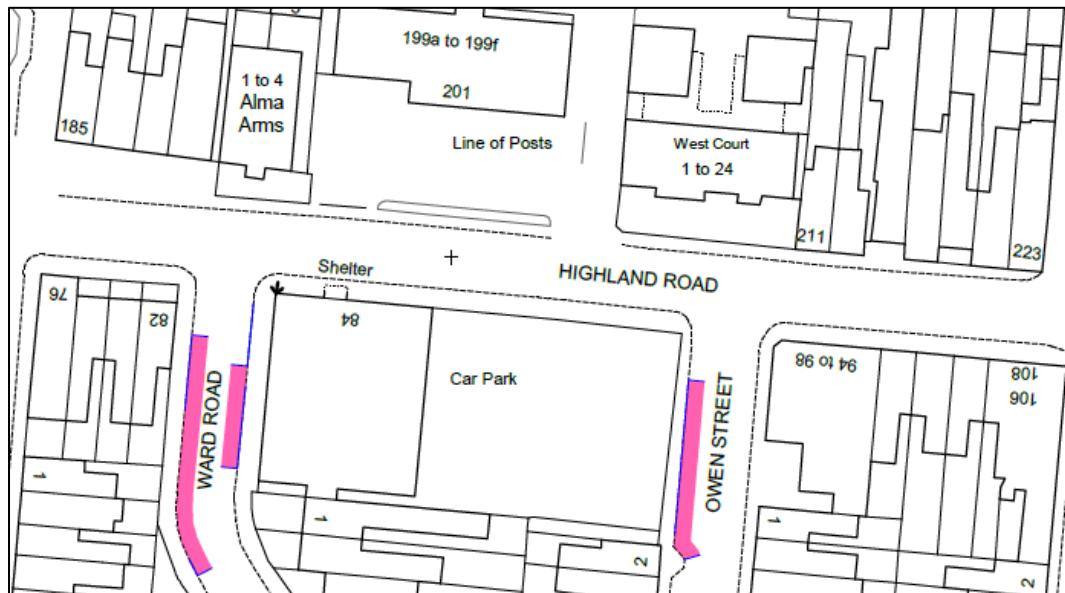
##### 1. Owen Street

West side, the first 21m of the parking bay south of Highland Road, adjacent to the Co-Op car park

##### 2. Ward Road

- (a) East side, the 11m parking bay south of Highland Road, adjacent to the Co-Op store
- (b) West side, the 30m parking bay southwards between Highland Road and No.2

#### B) PLAN OF PARKING BAYS AFFECTED



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#### COUNCIL'S STATEMENT OF REASONS FOR THE ORDER

To amend three parking bays (approx.12 spaces) within the MG parking zone south of Highland Road, near the boundary of the MH parking zone, to allow shared use of the parking bays by both MG and MH permit holders, providing more parking options for some properties on the north side of Highland Rd.

To view this public notice or the draft order on Portsmouth City Council's website, [www.portsmouth.gov.uk](http://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 Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 48/2021** by **15 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

## Appendix B: Public views

### Support for proposals

#### 1. Resident, Highland Road

I support this!! I'd still just be happy with moving in MG zone.

Can't see why MG zone would let MH (massive problem zone) just have parking in roads. Or just put our permits to park in both zones. Flagging an area will surely just cause upset for MG zone, I hope I'm wrong.

I will surely be using Owen/Ward if goes ahead.

My vehicle was damaged from now parking in a busy Prince Albert road just waiting for my wing mirrors to be smashed off from kids using park.

#### 2. Property owner, Highland Road

Support - resident of property wants to park near house, devalued house price

#### 3. Resident, Highland Road

I would like to support the proposal TRO 48/2021

#### 4. Resident, Highland Road

I have just spent over 20 minutes looking for a space to park in the allocated MH Zone parking, as due to your new restrictions I am unable to park in any nearby roads. Not only was I unable to park in any road down MH zone, but ended up having to park in my usual road, in the newly-named MG Zone. A zone you have specifically said that I would be unable to swap to because of your own self-created boundaries.

To worsen the frustration, not only could I not park in your instructed zone of MH, but when I resorted to parking overnight in the MG zone, I found it outrageously empty. With space opposite my house for 9 vehicles, there are currently only three parked in it.

Every evening the road opposite me has remained empty, with only a couple cars parked on it. Yet every evening I have had to struggle to park in a boundary you declared I should now park in.

### Objections to proposals

#### 5. Resident, Owen Street

Further to your recent communication regarding changes to MG residents parking bays to include MH permit holders in Owen Street and Ward Road only, I wish to object to the proposal.

As you seem to be facilitating parking for the new flats on the north side of Highland Road, why was parking not included in the planning application? Why have only Owen Street and Ward Road being penalised for the Council's lack of foresight in allowing new developments to be constructed without parking

### **Objections to proposals**

provision in an already overcrowded city? As I work shifts, it is already difficult to park when I return home and now the Council have made this even more so. If this proposal goes through, which I suspect it will, you should include more streets such as Kimberley Road, Wainscott Road, Highland Street and Priory Road. Are patrols going to be increased to ensure that the MH permit holders do not exceed the boundary line?

While you seem to be making alterations to the parking conditions, here is another for you to consider. Currently, the permits cover 1800 to 1900 in the early evenings, can this not be increased from 1700 to 1900 or even later in the evening to facilitate shift workers who don't work 'office hours'?

#### **6. Resident, Owen Street**

I object to your proposed amendment regarding permitted parking spaces in Owen St and Ward Rd being made available to MH zone residents.

Within MG zone we are already experiencing increased parking issues from seafront users and this amendment would compound the issue. When we already have to contend with seafront users parking in our MG zone, why then reduce our available spaces further? Furthermore, many properties on the north side of Highland Rd, adjacent to these particular MG zoned streets, already benefit from off road parking provision.

I also question why in your proposal, if this amendment were to be approved, it would not be reciprocal, allowing MG residents to park in MH zone when necessary?

#### **7. Resident, Owen Street**

As a resident of Owen st I object to the new proposals to open up 2 parking bays (Owen and Ward) to allow people in MH to use.

Parking has improved in Owen Street but it now seems the Council are dead set on reversing this and letting MH park in MG as well. (what a surprise...a reverse decision) Does that mean MG can park in MH spaces??

I would also like to request a full list of City Council members who are supporting this proposal.

#### **8. Resident, Owen Street**

I would like to oppose your proposal to open up the top two parking bays in Owen Street and Ward Road to MH zones.

It is difficult enough to park in these two roads now and that's with you introducing the parking zones. The majority of the time I still cannot park in my road without you allowing other cars from other zones to use our parking bays. If north of Highland Road aren't finding enough parking spaces to use in MH zones why is it only Ward Road and Owen Street being targeted for the extension? There are many other roads which lead onto Highland Road which could be included.

What's to stop cars from other roads in the MH zone using our road? We could be inundated with cars from all over the area. Will we get access to park in the MH zones?

### **Objections to proposals**

Will PCC be giving a part refund on the residents parking fee which we paid earlier in the year as the benefit to us will be adversely effected.

This is typical PCC not thinking before they introduce these schemes, act now think later, rob Peter to pay Paul.

I am 100% opposed to your proposal and to be honest I cannot actually believe you are even contemplating doing this.

#### **9. Resident, Owen Street**

I am writing to express my objection to the proposed allowance of MH zone permit holders to use parking space in Owen Street (MG Zone)

Since the introduction of the parking scheme it has been slightly easier to find a parking space in my road. I am concerned that cars from anywhere from MH zone - but specifically those in flats and multiple household houses on the north side of Highland Road, will start to make parking in our zone more difficult.

Why is the extension only limited to Owen Street and Ward Road? Has there been any consideration of Owen Street residents being able to park in MH?

As a council tax payer I wasn't happy to have to pay to park in my own street anyway. The prospect of going back to pre-permit days having to spend time roaming MG zone for a space doesn't sound like a fair deal!

#### **10. Resident, Owen Street**

I object to this amendment because there is not enough room for Owen Street or Ward Road Residents.

#### **11. Resident, Owen Street**

I am aware that the permit zoning is being changed to allow the permit zone on the other side of highland road to park in ward road and Owen street. I am concerned about this decision and question why only two roads are going to be targeted and the fact that we will be likely to be saturated by parking issues in other zones when only just improved by the s wheel. Please note my disagreement to the proposed changes and confirm acceptance of this as part of the consultation.

#### **12. Resident, Owen Street**

I am writing to you wishing to object to your proposal regarding opening up the top two bays in Owen Street, as I live on the side where you propose to make these changes, not as you state in your letter No:1. This directly effects me as it is already majorly difficult to guarantee a space without the allowance of letting MH parking zone residents to be allocated spaces in MG areas in Ward Road and Owen Street.

I would like to know why only Owen Street and Ward Road have been singled out and does this mean the changing of the scheme will work both ways allowing us singled out roads to access the MH parking zone when we are unable to use are zone in MG because they are being occupied by others from the MH zone.

#### **13. Resident, Owen Street**

I am writing to strongly object to the recent proposal to extend the MH parking to the top of Owen Street and Ward Road. The majority agreement to move residents parking was made on the basis that the north side Highland Road would not be able to park in the MG zone. This is not acceptable to the residents of

### **Objections to proposals**

Owen Street who will almost certainly be short of parking spaces should this proposal go ahead. Please answer the following questions:

If North of Highland Road residents are not finding enough spaces in MH zone then why is it only Owen St and Ward Road that are being targeted for the extension? Why aren't other roads off Highland Road included?

What is to stop other car users from MH zone using our road? Parking in Owen Street should be solely for Owen Street residents. It's already bad enough to find a space after a certain time.

If MH car users can use Owen Street and Ward Road, then the arrangement should be reciprocal.

Would it not be better to allocate only one space per household?

You do not have an easy job, there is simply not enough parking in Portsmouth for the increasing number of cars, but going back on your word and taking away something you have already implemented is not the right thing to do.

#### **14. Resident, Owen Street**

I am writing to you as a concerned resident of Owen st regarding your proposal to open up further parking bays in my street to allow cars from the north side of highland road to use.

Parking is already under pressure constantly. Allowing more cars to park at the top end of my road will further inconvenience myself and my immediate neighbours. Why have you highlighted our road and ward rd as having excess parking available? I believe this is incorrect as living here there is a constant juggling for parking. Also In compensation for this inconvenience, are we to be allowed to park in the MH zone when I am unable to park in my road?

I am extremely unhappy at the unfairness of this proposal and I hope that it will be reconsidered.

I find your explanation unsatisfactory. From my point of view despite paying for my parking permit when I return home from work I am never able to find a parking space in my own road and this will be further exacerbated if residents from another zone are also allowed to park there. They may well see empty spots during the day but certainly not at peak time when we all want to park as close to our houses as possible. I end up parking near the seafront a good 10 minute walk, so I don't see why this should not apply to others!! Parking is a lottery with or without parking zones.

I am sure I am not the only resident who is experiencing this as lots of cars driving around constantly trying to find a space. Doesn't seem like scheme is working at all

### **Objections to proposals**

#### **15. Resident, Owen Street**

I am emailing to lodge an objection to the proposed change to residents parking in Owen Street and Ward Road I do not relish the thought of extra people parking in these 2 roads I can normally park in either one of these 2 roads, when I am on late's the alternative will mean driving round and round and then having to walk from who knows where on my own to my house and then again in the morning before 6 for an early start.

I really hope you take this into consideration as I only moved from such an area in February of this year and really do not want the stress of parking to start all over again.

#### **16. Resident, Owen Street**

I am writing to object the proposed parking amendment to zone MG to include MH for properties on the north side of Highland Road.

I am resident of Owen Street and my property is within the area of the proposed amendment. I feel as though this would create an issue where I will not be able to park near to my home even though I am now paying a yearly fee to park.

It will be me that bears the brunt of having to drive around to find a space once again.

If MH are able to park in MG zone then it is only fair that it is reciprocated and that we can park in MH.

Not to mention the already constant parking fees that I have to pay for my partner who does not live with me, it is a task to remember to pay several nights a week, which never used to be an issue. Now we are at the risk of being fined if we forget, adding a stress and cost to our lives which is completely unnecessary.

A few years ago, Coop on Highland Road changed their car park rules so that people cannot park there overnight. It is absolutely ridiculous to be driving around late at night when there is an empty car park right there. In my opinion, this is something that should be explored, even if it meant moving your car at 6am before they open.

The unsightly white bays on the road and the posts and signage to mark them contribute to an industrial feel in contrast to what was a beautiful few roads lined with trees.

So in light of all of these issues, it seems unfair to have to deal with another problem which not only has a detrimental effect to the aesthetics of the area, but to its residents, of which, many have echoed my sentiments.

#### **17. Resident, Owen Street**

I'm writing to state my VERY STRONG OBJECTION to the proposed change to the MG PARKING ZONE in Owen street. Even with the current permit situation parking is at a premium. I work and come home at all hours, finding a parking space for a small car is difficult as it is. Only since permit parking in February can

### **Objections to proposals**

I find a parking reasonably near my house and not have to walk from roads away at night as a woman alone.

I urge you to dismiss this notion as totally unfair to the residents in this road who voted for permit parking at a cost, in order to secure a parking space for the roads residents.

If you insist on allowing MH zone to use MG zone parking then in return will MG zone be granted access to MH zone? In all fairness this should be so!

Why are only Owen street and Ward road being targeted?

Please note my definite OBJECTION to your proposal

#### **18. Resident, Ward Road**

I absolutely 100 percent object to your proposal of amendments to our parking !!!!!

We agreed to have permits as we hoped it would reduce the problem, we paid on the basis of the zone so if you extend if you would have to reduce the cost as you're reducing the space?

We're already gaining more and more cars/vans in the evening as the checks are not being carried out(or we would see tickets on vehicles) I cannot believe you're even suggesting this, we will be back to the same amount of people parking as before the zone was introduced so what are we paying for?

Do not push the problem you have with other zones onto ours

#### **19. Resident, Ward Road**

I want strongly to object to expanding parking space in our road for those who live further away.

We don't have enough space for Ward Road residents as houses are small and there are many people with one or more cars in our road.

If you come after 6 p.m. no chance to park here, but going to sea front. Why don't you share parking in the roads where people have big houses and also own car space on the premises?

#### **20. Resident, Ward Road**

This email is to object to the proposal to allow MH parking zone permit holders to Park in MG zone in Ward Road and Owen Street.

There are currently not enough spaces for the permit holders in MG, so allowing other zones to park in MG will exaggerate this issue further.

#### **21. Resident, Ward Road**

I object to this proposal as it is a different proposal to what was agreed and what we pay for.

Added to that we have valid reason to believe we will find it difficult to find a parking space with added cars allowed to park on our road.

We believe if this goes ahead on our road we could be inundated with cars and would be paying for a parking spot that we can't park in.

I do not understand why Ward road and Owen street have been singled out.

I strongly object and will be looking into the legality of this

Why are our roads the only roads subject to this?

### **Objections to proposals**

Why do we then not get access to the other parking zone?

I don't see why this should be allowed and was not the basis of the original proposal for parking permits and will have an adverse effect on our ability to park near our homes on our street.

**THIS IDEA SHOULD NOT GO AHEAD!**

#### **22. Resident, Ward Road**

I have been a resident on Ward Road in Eastney for years. I have received a letter referenced in the subject of this email regarding a proposed change to parking permissions in MG spaces on Ward Road and Owen Street.

I strongly object to the proposal of allowing MH permit holders to park in sections of Ward Road and Owen Street.

The vote to change to permit parking in this area was made on the basis that the North side of Highland Road (with a greater density of residents living there) would not be able to park in the MG zone. It is already challenging to find a parking space on my road and this would be a backwards step towards driving around each evening attempting to find a parking space (let alone a space near to my home).

I would be shocked if there were any support from residents on the roads concerned as my neighbours have shared the frustration of being unable to find a parking space over a great length of time. In fact I have received letters from neighbours requesting residents' support for opposition to the proposal.

I sincerely hope this change does not happen. It would be a u-turn on a recent agreement and I'm certain from experience of living on this road and using my vehicle each day that it would create further problems for residents of Ward Road and would unfairly shift a problem to residents in the MG zone

I would also add you are unlikely to receive a full representation of the objection to this proposal as many people on my road are elderly, do not have a computer, are not leaving home due to Covid etc. The only reasonable way to consult on this would be to canvas each property face-to-face.

I often park in the bays identified in the proposal as they are the only spaces available. The spaces at the northern end of the road are ALWAYS in use. On occasion there can be room for an additional vehicle at certain times of the day. However opening all of those spaces to the MH zone would displace cars from Ward Road and cause on a knock-on effect with neighbouring streets every day.

I appreciate walking 100 metres or so from the car isn't ideal. I've done it since living on Ward Road and it's still a common enough occurrence.

However the proposal to allocate a greater number of spaces to the MH zone than would ever be available on Ward Road seems unreasonable and is simply moving

### **Objections to proposals**

a problem. Having half a chance of a parking space was a main factor in moving to this particular road.

As stated in my previous email, we shouldn't lose sight of the fact this proposal isn't what residents voted for.

Additionally:-

- Could the scope of the extension be limited to a number of permit holders from MH that could potentially be accommodated by Ward Road (from experience - one or two permits, although this would warrant proper assessment).
- Could it be stated any changes would be reciprocal between the two zones so parking provision remains equal?
- All roads spurring off Highland Road must be taken in to consideration.

Even with the above taken in to account the proposal only moves a problem on to residents that have been adversely affected by the permit scheme, but would certainly give a more reasonable starting point for consultation.

#### **23. Resident, Ward Road**

With regard to the extension to our MG parking zone to MH permit holders I wish to raise my concerns.

- 1) If there are not enough parking spaces to use in the MH zone why is it only Ward Road and Owen Street being used for the extension?
- 2) What is to stop other roads in the MG zone using our road to park as well as residents north of Highland Road.
- 3) Will Ward Road and Owen Street residents be given access to park in the MG zone?

The parking in Ward Road has been so much better since permit parking has been introduced and I feel if this proposal goes through we will be back to where we started driving around looking for parking spots and not being able to park near our homes.

#### **24. Resident, Ward Road**

I would like to register my objection to the proposed changes to the MH parking zone, allowing them to park on Ward Road and Owen Street.

The original introduction of permit parking has had a really positive effect on the parking situation on our road (Ward), and we are now usually able to park on our own road providing we arrive at the right time - previously there have been times when we've had to park as far as the seafront.

With the proposed changes, I worry that we will revert back to the previous parking difficulties, despite paying for permit parking. There are a lot of flats just north of Highland Road so it's a lot of vehicles, which means we are effectively

### **Objections to proposals**

completely losing the "shared" bays identified, especially as these shared bays will only be taken from two roads.

#### **25. Resident, Ward Road**

I'm writing in relation to the proposed changes to the MG permit holders allocation in Ward Road and Owen Street.

I would not be happy with this change going ahead. Since the current system was brought in it has allowed for me to park on my road (Ward Road) where this was often not possible before. The parking spaces available is kept free for those that live in the road but is often full by 6-7pm indicating that the residents are using the full allocation available.

My concern is that expanding this to a whole other parking area will undo all of the good work that the parking bay introduction caused. Losing those parking spaces will likely mean that I can no longer park on my road and lead to myself and my wife having to park a distance away from our home regularly again and having to walk a long distance from our car late at night.

Why is it these two roads only targeted for extension? If our roads become full we will need to move on to other roads, causing a cascade impact across the zone. There are many other roads that could also be considered.

Would we be allowed reciprocal access to the MH parking zone to compensate for the loss of our parking spaces? The proposal says that it would 'provide more parking options for some properties on the north side of Highland Road'. What is to stop anyone in the MH zone using this area once they know it is available? It seems a blunt solution that will only move a problem from one area to another.

Thank you very much for your response. I certainly empathise with those that have to walk long distances for parking. My main concern is that this change is not only for those people but the entity of the MH area.

The spaces in question are, on the whole, already used come the evening so I am concerned that parking in my road will be adversely affected.

A possible suggestion, if this is to go ahead, is to do it in a trial basis initially. You could then solicit feedback once it has been tested to see if the concerns that I have are borne out. If there are issues for the residents of Owen Street and Ward Road the boundaries could revert and if there are no issues it can continue.

#### **26. Resident, Collins Road**

I have two issues which I'd like you to reply to me about, please:

1) I understand from a neighbour in Ward Road that you are proposing to open up parking in Ward Road and Owen Street to allow people from the MH Zone north of Highland Road to park there because their zone is congested.

### **Objections to proposals**

Our MG zone is also extremely congested and residents often have difficulty finding parking spaces at night. If you start letting people from one zone park in another zone, what's the point of having parking zones - apart from PCC raising revenue from residents who've had to buy parking permits?

2) While I'm writing to you I'd like to add that the 12 noon till 1pm parking restriction in the MG parking zone really is much more of a pain for residents than a deterrent to visitors to the seafront, and I think you should reconsider it. I have to pay for visitors' parking permits for friends or workmen visiting my house for a few hours during the day, when parking isn't normally a problem anyway. It would be much more effective to have a 2 hour restriction in the evening, when residents really do need access to parking spaces. I suspect it may also be having a negative effect on businesses in Highland Road whose customers used to rely on being able to park down one of the side streets (e.g. Andover Road).

#### **27. Resident, Ward Road**

I wish to lodge a strong objection to the proposal to extend the MH to use parking spaces in Ward Road and Owen Street in our MG zone.

The majority agreement to move to Residents Parking was made on the basis that the north side of Highland Road (which is mostly flats and therefore made up with a high density of people) would not be able to park in MG zone. It now appears that the council are reversing that, putting us at a great risk of finding our parking problems back to square one - and believe me, it was absolutely horrendous...

As I see it;

- If north of Highland Road aren't finding enough parking spaces to use in MH zone, then why is it only Ward Road and Owen Street being targeted for the extension? There are many other roads which lead onto Highland Road which could be included?
- What's to stop cars from other roads in the MH zone using our road? We could be inundated with cars from all over that area
- If you are insistent that this must happen, then in return I believe Ward Road and Owen Street should also be given access to parking in the MH zone
- Do we get a part refund on the Residents' parking fee which we paid in February as the benefit to us will be adversely effected?

#### **28. Resident, no address given**

If North of Highland Rd aren't finding enough parking spaces to use in MH zone then why is it only Owen Street and Ward Rd are being targeted for the extension. There are many other roads which lead onto Highland Rd which could be included.

What's to stop cars from other roads in the MG zone's using our road? We could be inundated with cars from all over that area.

If they are insistent that this must happen then I believe Ward Rd and Owen Street should also be given access to parking in the MG zone.

| <b>Objections to proposals</b>   |
|--|
| Do we get a part refund on the Residents' parking fee which was paid in February as the benefit to us will be adversely effected.. Also will the money for Visitors Parking Permits be returned.   |
| <b>29. Resident, no address given</b><br>Hi, I'd like to object the changes proposed.<br>The parking situation has only become bearable since the restrictions came in you're already suggesting going backwards. If you do offer our spaces to another zone, I'm assuming there will be a partial refund, seeing as we're not getting what was offered and what we have paid for.   |
| <b>30. Resident, no address given</b><br>I object to the proposed idea of using certain parking spaces in the MG zoned area to be shared with MH zoned area. This will only have a continued backlash effect and force the people who park in the MG zones, to park else where.<br><br>Could the possibility of using the Coop or the Fish Shop (both along Highland Rd) car park be an option!? Especially, over night?   |
| <b>31. Resident, no address given</b><br>I object to the amendments of parking zone MG - regarding losing 12 spaces in Owen Street and Ward Road.<br>1. This is not fair as we are also catering for parking on the south side of Highland road<br>2. The majority of people have at least 1 / 2 cars therefore it is physically impossible to fit all the cars in 1 road<br>3. You keep granting planning permission (especially to Alma Arms) to convert into flats with no parking at all, this is also the same for West Court which has very limited parking / considering you have just added 6 more flats with zero parking.<br>4. When I have come home late at night, I am parking 2 / 4 streets away as it currently stands.<br><br>Please take our concerns seriously as I have consulted a few residents regarding this issue and we are really worried about these new plans. |

*(End of report)*