



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

Date of meeting: 7 October 2021

Subject: TRO 3/2021: Proposed extension and amendment to GB Alverstone Road area parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Milton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed extension of the GB Alverstone 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 3/2021

Appendix B: Public responses received

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

2. Recommendations

It is recommended that:

- 2.1** The extension of the GB Alverstone Road area parking zone, including short-term parking restrictions in Priory Crescent and Goldsmith Avenue proposed under TRO 3/2021 is implemented as advertised;
- 2.2** The proposed reduction of the 2 hours' free parking to 1 hour in the GB parking zone is implemented as advertised under TRO 3/2021;
- 2.3** It is noted that the proposals under TRO 3/2021 do not affect the temporary waiting and loading restrictions currently enacted on football match days. Those additional restrictions would continue, with the residents' parking restrictions operating at all other times.



3. Background

3.1 The extension to the GB Alverstone Road area parking zone is included in the Residents' Parking Programme of Consultation, approved in August 2020 (update provided in September 2021). Work on the Programme continued throughout the Covid-19 pandemic, but experienced some delays to Council and external services.

3.2 The informal survey of the roads adjacent to the existing GB parking zone closed in October 2020, and 94 of 348 survey forms were returned (27%). Of the 94 responses:

- 59 (63%) felt a parking scheme would be helpful
- 31 (33%) felt a parking scheme would not be helpful
- 4 (4%) did not indicate either way

The majority of replies indicated that parking problems occur every day (50%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 30%	Overnight 26%
Afternoon 22%	Morning 17%
Unanswered 5%	

3.3 There is no minimum response rate required from the informal survey to trigger formal consultation on a proposed parking zone. A simple majority of those who respond to indicate a parking zone would be helpful causes formal proposals to be drawn up for consultation, as per the information set out on the survey form.

3.4 This area was previously surveyed in March 2019 and returned an overall negative response 54%-46% (77 responses: 42 against, 35 in favour). However, a further consultation was scheduled as part of the rolling Programme following the introduction of adjacent parking zones. The ME Haslemere Road area and MI Middlesex Road area parking zones were introduced in 2019 and 2020, leaving the remaining roads next to Fratton Park football ground unrestricted, with permit parking on a number of sides.

3.5 Residents subsequently expressed concern about having difficulty relocating their vehicles when one side of parking in 4 residential roads and both sides of Specks Lane becomes unavailable on football match days, due to waiting and loading restrictions enacted for safety purposes. Combined with overspill parking from adjacent parking zones, and with Priory Crescent and Goldsmith Avenue adjacent to Milton Park being particularly congested, residents find parking particularly difficult.

3.6 The proposed 3 hours' free parking on the sides of Goldsmith Avenue and Priory Crescent adjacent to Milton Park, with exemptions for respective MI and GB permit holders, addresses concerns over long-term parking by non-residents, which prevents residents and Milton park visitors from accessing the spaces. The proposals respond to the recommendation agreed when the MI parking zone was considered (Dec 2020), and respond to similar concerns from local people about Priory Crescent parking.



4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 3/2021 took place 6 - 28 July 2021. Statutory consultation is not a survey or vote; the informal 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. Through formal consultation, the Council publishes its proposals and people have an opportunity to object.
- 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), and consideration is given to all 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 GB zone extension area (348) and existing GB parking zone (168).
- 4.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** This section presents the analysis of representations received during the consultation. Full responses are reproduced at Appendix B.
- 5.1.1** 83 people responded to the proposal to extend permit parking into the roads adjacent to the GB parking zone, with 1 hour's free parking within the existing and proposed zone, under TRO 3/2021. The 83 responses to the proposals have been assessed in the following way:

Respondents	Object	Support	Unclear either way
Residents in proposed area	16	52	2
Residents in existing GB zone	3	1	0
Businesses in proposed area	2	0	0
Totals	21	53	2
No address given	0	5	2
Overall totals	21	58	4

- 5.2** When responding to formal TRO proposals, it is a statutory requirement for people to provide their address. This helps to consider the responses in context, and to identify issues that may require specific attention. Each representation receives an individual acknowledgement and reply, and address details are requested if they are not given. Therefore, responses received without address details are listed separately within the above table.



- 5.3** The informal survey and formal TRO consultation identified the main factors that contribute to parking congestion in this area as listed below, in order of occurrence:
- displacement from other residents' parking zones
 - football match days
 - long term parking by non-residents' vehicles
 - commercial vehicles
 - some households have too many cars
 - houses of multiple occupancy
 - commuter parking
- 5.4** The most common points raised in response to the proposals under TRO 3/2021, whether in support or against the proposed GB parking zone extension, are listed below and addressed in subsequent paragraphs where relevant:
- new parking zones nearby have increased parking problems (23 out of 83)
 - cost of permits (13 out of 83)
 - 1-hour free parking time (12 out of 83 responses)
 - parking zone will not help enough with football parking (7 out of 83)
 - residents should be allowed to park in B&Q car park or within Fratton Park stadium on match days (3 out of 83)
- 5.4.1** The FAQ section of the consultation pack's information letter includes details of permit costs and how parking zones work, but is worth repeating for a complete picture.
- 5.4.2** 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.
- 5.4.3** 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.
- 5.4.4** Operating times: As a proposed extension of an existing parking zone, TRO 3/2021 presents the same 24-hour operation as the existing GB parking zone, but proposes to change the 2 hours' free parking to 1 hour throughout. Twelve respondents mentioned the 1 hour's free parking for visitors (whether in support or objection), and 2 residents expressed a preference for the 2-hour slot restricted to permit holders only, similar to the "M" parking zones in Southsea.



- 5.5** No objections were received to the proposed 3 hours' parking in Goldsmith Avenue with exemption for MI permit holders, put forward as per the recommendation agreed in December 2020 when the MI parking zone was considered and approved. However, 4 residents took the time to give their support to this particular proposal and explain the anticipated improvements.
- 5.6** The existing GB parking zone allows for 2 hours' parking by non-residents, which currently excludes adjacent residents, particularly those displaced by match day restrictions. GB residents' visitors can also be affected as some football supporters can park in the zone for a match within the time allowed.
- 5.6.1** Some objectors asked where they can park when additional no waiting and no loading restrictions are in force on match days. The proposals aim to relieve the current parking congestion adjacent to Milton Park in Priory Crescent, and to provide access to more parking for GB permit holders.
- 5.7** The Council has approached the owners of nearby private parking areas in the past, to seek permission for residents to use the spaces for parking. However, such requests have been refused on the grounds of affecting customers' access, increased public liability insurance costs, administration requirements and enforcement etc. The Council has no authority over private land.

6. Reasons for the recommendations

- 6.1** Copies of the proposal notice accompanied by an information letter were sent to all 516 properties within the existing GB parking zone and proposed extension. 83 people responded to express support, objections and questions, or a combination. The overall support for the proposals (58 of 83) and relatively low number of objections (21 of 83) has led to the recommendation to implement the proposals under TRO 3/2021.
- 6.2** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people, and distribute that demand more fairly. The proposed permit parking in this area aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.
- 6.3** Whilst 24-hour parking zones are no longer automatically promoted, the proposal under TRO 3/2021 is to extend an existing parking zone (GB). Many of the older parking zones have been reviewed under the Residents' Parking Programme, and a number have seen a reduction of 2 hours' free parking to 1 hour. Examples include the JB Landport, KA Old Portsmouth and two Portsea parking zones (JA and JD).
- 6.3.1** This has proved to be more effective for permit holders, in terms of deterring unauthorised parking, ensuring parking spaces are available more regularly for residents and their visitors, and allowing more efficient enforcement. Longer free parking periods rely on visitors remembering when they parked, and it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.



6.4 Recommendation 2.3 is made to address misunderstandings about the proposed parking zone operating on football match days. An additional restriction of "no waiting and no loading" has been enacted on match days for some years now, within parts of Frogmore Road, Carisbrooke Road, Ruskin Road, Apsley Road and Specks Lane. This would continue as part of the agreed traffic management plan in place, during which times permit parking bays would not be available. The remaining parts of those roads and all other roads within the GB parking zone are unaffected by these additional restrictions.

6.5 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.

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

7. Integrated Impact Assessment

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

8. Legal Implications

8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

8.3 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.

8.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a



decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The set up cost to implement the extension with costs approx. £21,500, 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 extension of 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 known 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 GB extension zone there are 348 households, extended from 168. 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 318. 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. £6,900 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
83 emails / letters in response to TRO 3/2021 (Proposed extension of GB Alverstone 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

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

THE PORTSMOUTH CITY COUNCIL (GB ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.3) ORDER 2021

6 July 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 32, 35, 36, 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.

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:

TROteam@portsmouthcc.gov.uk by 28 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

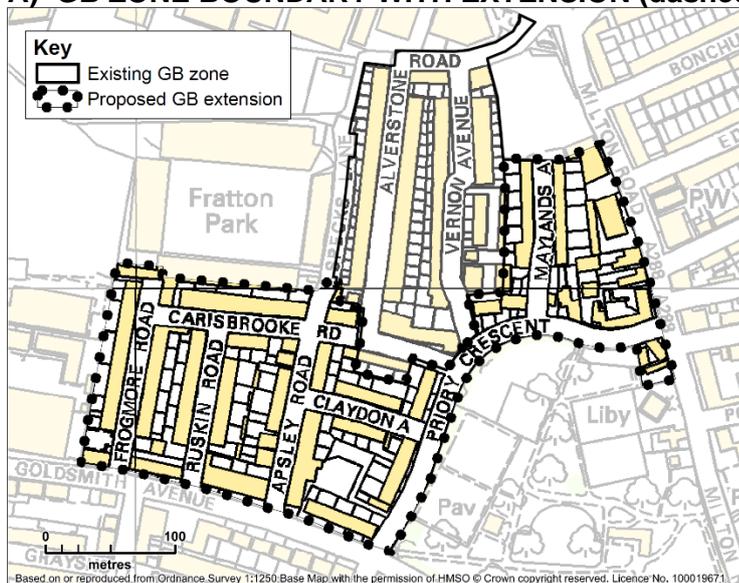
£630.00/year for each subsequent permit

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) GB ZONE BOUNDARY WITH EXTENSION (dashed line)





B) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS / GB PERMIT HOLDERS*

***Would not apply on match days when waiting and loading restrictions are in force**

Within marked and signed parking bays on the sides and lengths of the following roads:

1. **Apsley Road**
2. **Carisbrooke Road (west of the road closure point)**
3. **Claydon Avenue**
4. **Frogmore Road**
5. **Maylands Avenue (restriction signed only; no bays marked)**
6. **Priory Crescent (west and north sides)**
7. **Ruskin Road**
8. **Specks Lane (between Carisbrooke Road and No.4)**

C) CHANGE FROM: WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 4 HOURS / GB PERMIT HOLDERS TO:

WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS / GB PERMIT HOLDERS

1. **Alverstone Road**
2. **Carisbrooke Road (east of the road closure point)**
3. **Vernon Avenue**

D) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS / GB PERMIT HOLDERS

1. **Priory Crescent**
East and south sides adjacent to Milton Park

E) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS / MI PERMIT HOLDERS

1. **Goldsmith Avenue**
North-east side, between Priory Crescent and Milton Road

F) GB PERMIT ENTITLEMENT:

All properties within the GB zone boundary and its extension shown at Part A

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

1. **Apsley Road**
West side, a 5m length northwards from Goldsmith Avenue
2. **Carisbrooke Road**
A 3m length at the road closure point
3. **Specks Lane**
West side, a 1m length northwards from Carisbrooke Road

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk , search 'traffic regulation orders 2021' and select 'TRO 3/2021'. 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 support or object to 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 3/2021** by **28 July 2021** stating the grounds of objection/support, and name and address details.

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

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

Appendix B: Public responses received during the statutory 21-day consultation

Please note emails and letters have been replied to with the information provided within this report, or with specific relevant details.

Support for GB extension and proposals under TRO 3/2021 (within extension area)
<p>1. Resident, Apsley Road</p> <p>I am writing in support of the parking restrictions currently being suggested for the PO4 area. I fully support the proposition. Parking is becoming increasingly difficult at any point from 1500 weekdays and worse still at weekends. Being a resident it would be nice to be able to park somewhere close to my property in Apsley Road. Happy with how the match days are managed, residents are made aware of matches in advance and are able to prepare.</p> <p>Please put me down as fully supportive.</p>
<p>2. Resident, Apsley Road</p> <p>I am writing to confirm that I approve, in general (please see below), with the proposed parking scheme set out in your letter of July 2021.</p> <p>I live on Apsley Road and have one car. I am not clear as to whether our parking zone is larger than normal, taking into account the parking restrictions on match days. We do need more scope for parking than other streets.</p> <p>Some language in the proposal is unclear: B and C refer to limited waiting times, but seem to include those entitled to park. Please confirm that there are no limits to parking for permit holders (<i>Confirmed</i>)</p> <p>There is a potential/probable problem on match days: whether there will indeed be enough parking for residents. An obvious solution it seems would be to enable those with the relevant permits to use the Pompey Centre parking, i.e. B&Q etc., on match days if no other parking can be found.</p>
<p>3. Resident, Apsley Road</p> <p>I am in favour of the proposed extension to the GB Alverstone Rd area parking zone.</p> <p>I do not own a vehicle but my family visit me often and I hope that they will be able to find a parking space. They will probably have to pay for a visitor permit each time as the reduction from 2 hours to 1 hour would not provide enough time to cover the visit. How will this work as often, my visitor will come up to see me, before taking me out for some shopping etc and then come back up to my flat for a chat and a cup of tea. Would the £1.15 paid for 12 hours cover both parking events? Or, should the visitor only need to pay for the second parking event on our return from shopping? (<i>A 12-hour visitor permit allows for 12 hours' parking, regardless of how many times the vehicle comes and goes during that period</i>)</p> <p>People who do not actually live in Apsley Rd regularly park Transit vans and other work type vehicles in Apsley Rd, outside of our block of flats and the Dental Practice opposite. The owners live in other roads. Hopefully, these vehicle owners will then have to cease leaving them parked up overnight and at weekends in Apsley Rd.</p>



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

4. Resident, Apsley Road

I support the GB Alverstone parking zone proposal as really difficult to find parking at the moment.

5. Resident, Apsley Road

I voted to introduce a parking zone. Years ago parking was ok. Since then of course, we have more HMO properties in the adjacent area/roads, and with the spread / adoption of parking zones in adjacent areas, that has simply pushed the problem into our roads. More often or not, I am unable to park anywhere near Apsley Road after 6pm due to the high volume of commercial vehicles who use this road, in particular to avoid paying permits for their own roads, and also because we do not have a zone, we have homes in the road who have too many vehicles.

As Portsmouth city council as continuously introduced schemes, it is impossible to not have one now or the situation will only get worse and worse so you really leave us with no choice.

The problem is daily, it is no worse or less at weekends, but particularly if you arrive home after work after 6.30pm it is impossible to park near your home due to all the commercial vans who have arrived and parked up and walked back to their own home and that is simply ridiculous.

Hopefully, as those who voted for a scheme were in the majority, you will continue and go ahead and implement the scheme. The extension of double yellow lines at the top of the road is also welcome as many commercial vans park just inside the road near goldsmith and it really is a hazard as blocks your sight/line of view when turning into the road which is not helpful either.

Hopefully this will also mean football visitors do not take our spaces either on match days as being so few of them, that is a problem also and they visitors should be encouraged to park and ride or use public transport.

6. Resident, Carisbrooke Road

I am broadly in favour of this proposal and would support it if passed.

7. Resident, Carisbrooke Road

As a resident of carisbrooke road, I fully support the proposal to make our road permit holders.

It is becoming more and more difficult for residents of this street to find parking in either this road or adjoining roads, mostly due to ,

1) work vans being left

2) residents from current permit holding roads parking their vehicles to avoid buying permits.

We currently have a blue badge for a family member however frequently find the bay we use has been taken up by vehicles who DO NOT have a blue badge and park there because there is no other parking, which means we have to park a fair distance away, my family member needs the car kept close in case of needing urgent care.

I really do hope other residents support the proposal.



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

8. Resident, Carisbrooke Road

We fully support permits and 1 hour free parking time. Since permits were introduced to other areas we have noticed an increase in parking in our area. Also on football days the 2 hour free parking time would allow supporters to park their cars in roads near Fratton Park, reduced to 1 hour supporters would be encouraged not to drive their cars. Many thanks to you for listening to the residents concerns re parking.

9. Resident, Claydon Avenue

I live on Claydon Avenue and support this proposal but would like to confirm that the no waiting at any time is also in place for the turning zone at the Priory Crescent end of Claydon Avenue as this is often blocked (*double yellow lines will remain*)

10. Resident, Claydon Avenue

I am 100% in favour of the proposed parking zone for Claydon Avenue

11. Resident, Claydon Avenue

May I please register our SUPPORT of the above proposals.

Following the recent introduction of the ME and MI parking zones to the south of Goldsmith Avenue we have noticed a marked increase in parked and abandoned vehicles originating from outside of our immediate area. This overspill parking has steadily been getting worse and I concur with the comments regarding Priory Crescent, areas of which often resemble a traders operating yard with many vehicles appearing to originate from well outside this area and often being left for very long periods of time. We feel that this also affects road safety.

The HMO's in our area seem to generate a large number of vehicles, one in our road currently up to six cars and three mopeds, if rigidly enforced then the proposals may also help to regulate this issue.

The short parking periods may involve many visitors to houses requiring a ticket but we think this may be a small price to pay. Visitors to the few businesses within the proposed enlarged GB zone should we imagine have adequate time to conduct their business. The inclusion of the east side of Priory Crescent is we feel necessary and a positive plan.

We support these proposals.

12. Resident, Claydon Ave

I am writing to say that I fully support the GB Alverstone parking zone extension. Hopefully it is accepted, the only people I can see being against this is households with multiple vehicles that would rather see residents not be able to park, rather than pay to park. The only negative is that there is no mention of the Double yellows at the end of Claydon Avenue, surely this should remain as a No waiting area as we already have problems with parents dropping off at the nursery

13. Resident, Frogmore Road

I am emailing to confirm my support for the GB Zone Extension to include Frogmore Road. I have increasingly found it difficult to park when I return home from work, especially since the permits being introduced in the Haslemere Road area. I have seen many people park their cars on Frogmore Road and walk back into Southsea. I look forward to having a residents permit.



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

14. Resident, Frogmore Road

I confirm that I totally agree for Frogmore Road to have parking permits, the sooner the better.

15. Resident, Frogmore Road

I want to register my support for the proposals. I have lived in Frogmore for years, following parking schemes being introduced in the surrounding areas it is VERY difficult to park in the area, I feel that is important to introduce the extended parking zone .

16. Resident, Frogmore Road

Well I was against the parking zones but the last year has been a nightmare !! . My and the area north of haslemere road is just a dumping ground for HMO houses or the 2nd and 3 rd cars of that area . We have had city exhaust dump cars for months on end with no comeback one city taxi was here for 4 months not insured . One southern electric van here for months just left Portsmouth football club not using there very large free car park or any work on the ground the workman park here or near by . Its so bad where I work shifts I can't drive on late's have to lift share and half of the year park my car in a family member's garage 1 mile away its soo unfair . People say why don't you drive your new car more ? where am I gonna park it ? .We have HMO houses got there cars they don't move either mix in some bad parking and cars that don't move its a nightmare ! . To sum up i'm begging the council to sort ot this mess WE ARE A DUMPING GROUND why should we suffer ?

17. Resident, Frogmore Road

I just want to say that I have been waiting for these changes in the Frogmore Road area where I live for years. Parking my car only become an issue around 3 years ago, having all the new parking restrictions in place on all streets underneath the Goldsmith Avenue. As a result, all the parked cars(visitors, students, commercial vans) moved up in Frogmore/ Alverstone/ Apsley road area. "Waiting limited to 1 hour, no return within 2 hours/ GB permit holders exempt)" it should solve the parking issue in the area.

18. Resident, Goldsmith Avenue

We fully are for parking permits, as we can never get a space due to various vans caravans mini busses, parking for days on end in priory crescent

We also hope your plan includes the parking on the park side. *(confirmed)*

Have had a thought, if you go ahead with the proposed permit extension, where are all the cars going when it is football days? As you must know, no parking is allowed in some roads near the stadium when football is on, so what is going to happen, and where are the cars going to go.

Perhaps fratton park should give residents free parking.

Where are people to park when the roads are closed due to football playing. Yes most people want permit parking zones, but that will stop any parking places for days like these. What is your answer to this ?



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

19. Resident, Goldsmith Avenue

I would like to give my support for the proposed schemes TRO 3/2021. Parking has become a nightmare since the introduction of parking zones all around us. Some nights when my husband returns from work he spends half an hour driving around looking for a parking space. Since the introduction of ME and MI parking zones, overspill parking has greatly increased the number of white vans parked on the North side of Goldsmith Avenue and in Priory Crescent. The return of Bowls players in Milton Park has also greatly reduced parking. We are dreading the return of football fans to Fratton Park. The proposals will give us more opportunity of parking within walking distance of our home.

20. Resident, Maylands Avenue

I wish to express my wish for the parking permit extension to go ahead.

I have found increasingly difficult to park in my Rd (Maylands Avenue). We are frequently having cars that do not belong to residents in this Rd park overnight frequently.

You have my agreement for parking permits.

21. Resident, Maylands Avenue

I strongly support the parking zones, we have been here for many years but the parking has now become intolerable.

22. Resident, Maylands Avenue

I am a resident of Maylands Avenue and wish to convey my support of the proposed extension.

Parking issues have, in recent times, become a major problem.

Hopefully, with the introduction of residents parking permits, this will relieve this issue.

My only concern is how effective the monitoring and implementation of the restrictions will be, especially on match days.

That said, I totally support this proposal.

23. Resident, Maylands Avenue

I am writing in support of the proposed residents parking scheme.

This is because it has become increasingly difficult to park in this area due to:

- multiple car ownership (in some cases excessive)
- poor on and off pavement parking which also ends up blocking the pavement for pedestrians (some white guide lines might help?)
- spill over parking from other zones
- occasional long term parking by visitors to Milton park
- business parking

I also do not understand why match days have not been included in this order as these are the worst days for parking. I would be grateful for an explanation/further information if possible. *(Match days are included, but the waiting and loading restrictions currently enacted elsewhere will continue, to improve safety adjacent to the stadium entrance. They do not apply in Maylands Ave)*



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

24. Resident, Maylands Avenue

In response to your letter regarding the parking restrictions for Maylands Avenue and the surrounding roads, I am writing to confirm that I support the restrictions as laid out in the proposed extension to GB Alverstone Parking Zone and changes to Free Parking time (TRO 3/2021)

Due to the large influx of households owning more than 1 vehicle (some have 3 or more) in Maylands Avenue and the fact that restricted roads close to us now use our road as a "mid week dumping" ground for their cars – I think the implementation of these restrictions will significantly ease the parking problems.

25. Resident, Maylands Avenue

It is with reluctance that we support the proposed parking changes and the introduction of parking permits for Maylands Avenue. This was of course inevitable at some point in time as cars have slowly been pushed to parking in our area as permits have been introduced in others, no doubt this has happened for other areas and will continue to do so until the whole island is covered by parking permits. Meanwhile (and we appreciate this partly a central govt issue) the second most congested city in the country will continue to build more flats, convert more business premises into flats, increase the population living in the city and the number of cars. We will become an un-visitor friendly city, which will harm local businesses as well.

The only times cars are ticketed on the existing double yellow lines are if local residents report vehicles, so it will be interesting to see how well the new restrictions are enforced. Please pass on our congratulations to the Lib Dems for finally getting what they wanted. We will submit an FOI in the future to gather evidence on how well the scheme is controlled and when tickets are issued e.g. is it controlled during football matches.

26. Resident, Maylands Avenue

I would like to give my support for the resident parking zone proposals

27. Resident, Maylands Avenue

I would just like to give you my feedback and thoughts on the proposals as above.

The news that at last our road, Maylands Avenue, is to hopefully included within the GB zone is the best news we have heard for a long time. Since we have been the only road in this area with no controlled parking has been very distressing, especially on football match days.

For a long time we have been prisoners in our homes when football is on, plus we get a lot of trade vehicles left on our road, sometimes for days on end.

We also get a lot of parking for people visiting to park for various activities, so yes we fully support these proposals.

On another note can you point me in the direction as to who we can speak to about signs at the end of our road ? We live in a cul de sac with no turning at the end and we get a lot of oversized vehicles trying to turn which has resulted in hit and run wall damage. We have dead end signs, but could do with "No turning space" signs as well ??



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

28. Resident, Maylands Avenue

I wanted to state our views on this and that we strongly support the proposed extension of the GB parking zone which will include our road Maylands Avenue. We have never had any parking problems in our road until the recent permit parking came in all around the other side of Milton Park, Prince Albert Road and the roads off it. This has pushed the problem into our road sadly and has impacted us even though we only have 1 vehicle for our household. I now believe residents permit parking will improve the situation.

29. Resident, Priory Crescent

To confirm, and following on from the comments we made in the previous survey, we support plans for this extension to be put in place.

Our main issue, and why we would want this enforced, relates to the number of commercial vehicles that park down Priory Crescent from neighbouring roads that already have a parking scheme in place. Anything to reduce this we can only see as a major positive.

Also, it has become quite apparent that a number of people are leaving their cars, mobile homes and vans for weeks, sometimes months at a time. No idea for the reasoning behind this but it happens frequently. I know of at least 4 vehicles that have not moved since October 20. One of which has no tax or MOT and has been reported. It does make parking for residents of this road almost impossible.

One question, in terms of the proposed GB Zone Boundary, can you confirm what the area of Priory Crescent, between Claydon Ave & Goldsmith Avenue, opposite Milton Park, will be?

Am I correct in saying 'waiting limited to 3 hours, no return within 4 hours'? Could you please clarify. (Apologies, we were struggling to make it out when looking at the location map). *(Yes, with an exemption for permit holders)*

30. Resident, Priory Crescent

I support the above proposed extension and changes to free parking time (TRO 3/2021).

31. Resident, Priory Crescent

I am writing to express my complete support for this proposal. This is exactly the solution that the area needs.

The extension of the zone is needed as, with nearby areas being zoned, the area around Milton Park has increasingly been used as a dumping ground for 2nd/3rd cars, motorhomes and commercial vehicles (see attached recent pictures). This has impacted on both residents and park users.

The idea of a one/three hour waiting limit around the park (particularly Priory Crescent) is exactly the right solution to resolve problems about access to the park. This will, hopefully, allow park users who access the park by car (dog walkers, tennis players, families with children and bowls players) sufficient time to use the park, but prevent overnight dumping of 2nd/3rd cars and commercial vehicles.



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

As a resident of Priory Crescent I would like to thank those involved for listening to and addressing our concerns about the parking issues in the local area.

32. Resident, Priory Crescent

I would like to say I agree with everything in the proposal for extending GB parking Zone and fully support it. Parking here is horrendous. I simply can't wait for this to be put in place.

33. Resident, Priory Crescent

I am a resident on the east side of Priory Crescent and my wife and I are fully supportive of the new scheme. We have seen a massive increase in the number of commercial vehicles parked on our road to avoid paying for a permit in roads close by. In addition, our road has also become a dumping ground for abandoned and untaxed vehicles, again to avoid the increased surveillance.

34. Resident, Priory Crescent

I fully support the extension to the residents parking scheme (GB Alverstone). I am in favour of B and D due to the amount of large commercial vehicles parked for long periods around the park, particularly on the west side.

35. Resident, Priory Crescent

I have always voted against establishing an RPZ in the Priory Crescent / Maylands Ave area and would still prefer not to have one.

However, since the creation of the ME and MI zones, overflow parking in this area coupled with a couple of residents who seem to think it is OK to have 8 or more vehicles, often without tax or MoT, I fear the time has come when life here would be better with an RPZ than without.

The proposed scheme is logical and I am pleased that you are including both sides of Priory Crescent – it does makes sense for the park side to have 3-4 hours permitted parking and shorter time on the other side.

However, I have real concerns about parking on match days – if fans cannot park in local streets to attend a match, where will they park as there are no viable alternative transportation options to get 20,000 people into and out of the venue.

I would suggest that any new scheme be suspended on match days – this would achieve the desired effect of reducing the overall number of vehicles in the area and removing the overflow, whilst not impacting attendance at Fratton Park.

36. Resident, Priory Crescent

With reference to the above, I wish to register my support for the parking zone for my area.

37. Resident, Priory Crescent

On behalf of my husband and myself, I am wring in support of the GB residents parking zone proposals.



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

As residents of Priory Crescent Milton, it is frequently difficult if not impossible to park on Priory Crescent the majority of spaces, especially on the park side of the road being taken up with commercial vans, PCC vans, mini buses, camper vans, taxis and other vehicles that have nothing to do with the local residents. Over the years we have lived here, we have seen the road become a free "long term car park" which is both frustrating and often dangerous, with vehicles being left for many weeks unattended, often in poor or unroadworthy conditions. At any one time, at least 60% of vehicles parked on Priory Crescent are business vehicles.

It has become notably more difficult to park since parking restrictions were introduced on roads off Winter Road, a likely explanation being that Priory Crescent is a free option for residents who do not wish to buy a permit on the roads where they live.

We support the Council charging for permits, if there is a guarantee that revenue used will be used to invest in more environmentally friendly transport in the City (cycle lanes / parking, Park and Ride,) and other developments to improve the City for future generations.

We are happy to be contacted, if required, to provide more information about why we are supporting this parking zone proposal

38. Resident, Priory Crescent

I agree and support everything in the proposed parking Zone for GB.

39. Resident, Ruskin Road

I have received my letter today and can I just lodge that I approve of the scheme

40. Resident, Ruskin Road

I have received the information regarding the proposed extension to the GB Alverstone parking zone.

I fully support all aspects of the extension.

41. Resident, Ruskin Road

I support the proposal to extend the GB parking zone to include Ruskin Road, where I am a resident.

42. Resident, Ruskin Road

I would like to SUPPORT proposed extension to GB Alverstone parking zone. My working hour varies. There is hardly any parking spaces left when I return home. It seems like people are dumping their cars on Ruskin Road and it is very unfair to us residents.

43. Resident, Ruskin Road

We badly need permits now that everything South of goldsmith ave have permit parking. By 2pm out road is full and most cars and vans belong to people who don't live in the road and is becoming a real pain

44. Resident, Ruskin Road

We have received the letter regarding the proposed parking extensions to GB Alverstone Parking Zone and Changes to free parking time.



**Support for GB extension and proposals under TRO 3/2021
(within extension area)**

We are in full support of this and would like to see it implemented as soon as possible. Specifically in Ruskin Road, where it has become increasingly difficult to park.

45. Resident, Ruskin Road

I am writing to confirm that I am in full support of the parking extensions proposed.

It is incredibly difficult to park on Ruskin road with others (not living here) using the road for free parking resulting in myself having to park 10 minutes away from my own house.

46. Resident, Ruskin Road

Support proposed parking zone

I can tell you that I have one sole vehicle that I use/have which is a company owned lease hire vehicle that I have full private use of. So as long as you give me no grief when it comes to arranging my permit I'll be in full support as loads of people park round here that don't live round here.

Unless it's a more citywide parking scheme it kinda just pushes the problem around.

**Support for GB extension and proposals under TRO 3/2021
(within existing GB zone)**

47. Resident, Vernon Avenue

I am writing in support of the proposed changes to the GB parking permit area. They will make parking easier for residents, especially on match days when the whole zone can become filled meaning we have to park many streets away as we cannot park in neighbouring zones outside the GB area.

I have noticed that Priory Crescent is being used for long term storage of vehicles and believe adding this to the zone will be a positive improvement.

There also appears to be an issue with people using Alverstone Road as a 'rat run' to avoid the Milton Road traffic lights which might benefit from investigating.

**Support for proposals under TRO 3/2021
(Goldsmith Avenue, MI zone)**

48. Resident, Goldsmith Avenue (MI zone)

I would like to register my complete support for the proposal to introduce 3 hours waiting limit on the North East Side of goldsmith avenue with exemption for MI permit holders.

This is essential and must be introduced as since the introduction of the MI Zone parking has made it impossible to get a space on the North east side of goldsmith due to vans and work vehicles parking there from elsewhere, especially from Friday to Sunday where they are parked all weekend meaning not only can residents not park but people cannot access the park

3 hour limit with permit holders exemption is perfect for correcting this problem and must be introduced

**Support for proposals under TRO 3/2021
(Goldsmith Avenue, MI zone)**

49. Resident, Goldsmith Avenue (MI zone)

I would like to confirm my support for the proposed restrictions of waiting limited to 3 hours/MI permit holders exempt on the North-east side of Goldsmith Ave.

As a Goldsmith Avenue resident, I am in agreement that this will resolve the current parking issues, especially with regards to long term parking of commercial vehicles from elsewhere in the city, whilst still allowing for park users and frampton park users.

50. Resident, Goldsmith Avenue (MI zone)

We totally support this proposal, as it will allow people to park and use Milton Park for their activities and prevent cars, vans, lorries and camper vans parking in the same place for days/weeks on end.

Our only concern is to how it will be patrolled and enforced.

51. Resident, Goldsmith Avenue (MI zone)

Good afternoon I've received a letter in the post regarding the parking situation down Goldsmith Avenue.

We struggle even with this new permit scheme to find spaces outside our home or close to home.

I think the plan proposals are just what we need I completely support it, we seriously need to do something about this parking situation because it's becoming out of hand.

Also I really would like the local council to take a look at letting locals have driveways! Our road is currently classified so we cannot have drives.

In conclusion I completely support the planned proposal.

**Support for GB extension and proposals under TRO 3/2021
(no address given)**

52. Resident

We strongly support the proposed changes to the parking zones

53. Resident

I am writing to express my support for the proposed extension of the GB Alverstone parking zone. For many years those living just outside the zone have been unable to park due to those inside the current parking zone not wishing to pay for parking permits, or additional parking permits, and with the new MB zone also in place, this has displaced a number of vehicles into roads that are not restricted.

I would also like to thank you for including the small section of Specks Lane that intersects with Carisbrooke Road as this is a particular issue for those living next to the GB zone.

Although I am sure a number of residents with more than one car will not be supportive of the proposed changes, for those of us that are just a one car household,



**Support for GB extension and proposals under TRO 3/2021
(no address given)**

it can only mean a fairer system for those residents in the extended area, as parking is a premium.

I also support the proposed changes to Priory Crescent as it has been noted over the years that many vehicles are left there for weeks if not months at time without moving, and it would allow more spaces for those that are affected by the restrictions once the football resumes to be able to find a parking space without having to walk a considerable distance from the area on match days.

I would like to thank you for considering the proposal in the first instance and for the work involved with this.

54. Resident

In reference to TRO 3/2021. I fully support this proposal. Parking is a severe issue in this area as currently used as overflow from restricted parking areas adjacent to this area.

I look forward to this proposal being implemented

55. Resident

I am in full support.

56. Resident

I support the proposals for this parking zone, but would like to know why there has been no mention of where residents in the roads affected by match day parking ie; Frogmore Road, Carisbrook Road, Ruskin Road, Apsley Road, are actually expected to park when the match day restrictions are in place! Surely you cannot expect half a street of cars in the 4 roads to just pop out for 4-5 hours as obviously we will be unable to park in other zones! This is one of the main reasons RPZ has been rejected in the past as you have been unable to offer a solution & now it seems there is still no solution to this problem.

I would be glad to hear your response to this problem before the parking restrictions come into play.

**Support for extension to GB zone but objecting to other proposals under
TRO 3/2021 (within extension area)**

57. Resident, Apsley Road

As a resident in this proposed zone I heartily agree with parking restrictions as the area is now being used as an overflow for other parking zones. I do think that a limit of one hour is a little harsh and think two hours would be preferable?

I think it will be impossible for anyone to park for a game of bowls at the bowls club in Milton Park as normally a game will last for two to three hours. Is there any concessions for the bowls association which consists of four clubs and approximately 120 members? If not I fear that it will be very difficult for The Milton Park Bowls Association to continue! *(3 hours' parking is proposed adjacent to Milton Park)*

58. Resident, Goldsmith Avenue

I wish to register my views on the proposed GB parking zone:



Support for extension to GB zone but objecting to other proposals under TRO 3/2021 (within extension area)

I do not agree with the proposed change to the waiting time from 2 hours to 1 hour in the existing restricted areas and I believe the waiting should be kept at 2 hours in the proposed restricted streets. This is because I believe 1 hour is not long enough time. I do not agree with waiting limited to 3 hours on Priory Crescent and Goldsmith Avenue adjacent to Milton Park, however I think there should be some restriction on these roads to prevent vehicles being left on these roads for considerable time periods without being moved, I would like to see a 48 or 72 hour time restriction. In summary, I am in favour of the GB parking zone but would like to see the proposals above included if the zone is to be implemented.

Objection to GB extension and proposals under TRO 3/2021 (within extension area)

59. Resident, Apsley Road

I wish you to formally note my objection to these plans for the following reasons listed below.

Parking where you are proposing is already severely restricted on match days which already makes it difficult for residents to park. Those of us that live near to the football ground are aware when matches take place and consequently move our vehicles accordingly to be compliant. Additionally, we would not be able to park anywhere near our property due to restrictions being in place in and around the area.

I note in your proposal, the parking permits will 'put off' people parking in our road during match days. In the past we have not had any problems with supporters parking in our area.

People that park in the flats along Apsley Road have their own private parking behind a locked gate, but for ease park in Apsley Road - will they be issued permits even though they have their own private parking?

Whilst writing, I have also spoken to other residents around the area and they too also object to having parking restrictions in place and were also surprised that you are looking at implementing it.

60. Resident, Apsley Road

I am emailing regarding the proposed new parking restrictions in Milton GB permit area.

At this time I am opposed to these permits in my area.. Apart from on football days I cannot see any benefit for permits in this area. Although parking is not always easy. Looking around my area I cannot see any vehicles that do not belong to residents here . I do not feel that us paying for permits plus visitors parking will change the parking situation in the vicinity. This is not an area where people use these roads for parking for shops/railway or tourist spots.

We have 2 apartment blocks in our area will they also be entitled to permits,? or will the fact that they have a car park mean they will not be given street permits?

I can see that as more roads around me have parking restrictions inevitably we may have to have them in the future . If this is the case I believe that the 3 hours waiting



**Objection to GB extension and proposals under TRO 3/2021
(within extension area)**

time should be applied here as that would stop people coming from other areas and leaving their cars overnight IE vans and would still allow visitors to come to our homes without having to pay for permits.

Having spoken to friends who have had permits recently in their areas they are not feeling any benefits at all with the 1 hour exclusion zone. As we work shifts at coming home on a late shift they still cannot park. So in effect they are having to pay for something that is not reaping any reward

61. Resident, Apsley Road

I am emailing to submit my objection to the proposed extension to GB Alverstone parking zone and changes to free parking time.

I do not feel parking is a problem on Apsley Road and do not agree to it becoming permit holders only.

If the proposed extension goes ahead I disagree with a one hour limit. One hour is a big inconvenience to me and it is not long enough for someone to visit and help me with my children, one of whom has special needs. I do not want to have to purchase a visitors permit each time someone visits to help me out. Two hours is much more convenient for me and would still prevent non residents parking for longer. Match days are always busy but I do not feel reducing it to one hour will make much difference to me or my family and would could us massive inconvenience at all other times.

62. Resident, Apsley Road

In principle, I do not agree with Residents Parking Zones, as I cannot understand why I should pay for parking anywhere in the proposed zone, which I now do.

I believe residents should be able to park in their zone for free, with visitors able to park for 2 hours. However, if and when Residents Parking comes into force, I would agree to the 2 hours between 4pm and 6pm being restricted to residents only.

I would ask:

Will residents of Goldsmith Avenue who have driveways in which to park their vehicle(s) be eligible for a Residents Parking Permit?

Also, would residents of Rhys Court, who have their own private, off road car park, be eligible for Residents Parking Permits?

In addition, there are some Multiple Occupancy houses in this area. Will each occupant be eligible for a permit?

How will this effect Milton Bowling Club?

63. Resident, Carisbrooke Road

I object to parking permits in the GB zone. If parking is not enforced on match days in GB zone, anyone can park here. Where are GB zone holders going to park when only one side of the road is in use? This is a safety requirement to allow emergency vehicles access. GB zone holders are a special case and should be allowed to park in B & Q car park on match days. The letter from Portsmouth city council July 2021 seems to have contradictions over match days. It states that '1 hour is more likely to deter football supporters' but then also states 'would not apply on match days. I know the football ground was here before the residents and I fully accepted that moving



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here, but the roads listed on Portsmouth.gov.uk should ask for a reduced rate. It's evident that parking permits move problems elsewhere. Apart from the football Fratton park staff and match days there was no issue for parking in Carisbrooke Road, there is now an issue because of permits in other areas. If permits came in I would like the option to pay as extra £10 a year and be able to use B&Q car park. I know Portsmouth city council investigated this but didn't want to pay extra.

A rough estimate is that there 265 houses in GB, if 80% have a permit that is £7950.00

If 40% of houses have a second car that is £12720.00

If 10% have a 3rd car that is £7800.00

Total £28470.00

Please get back to me as to where we can park on match days when there is only one side in use?

As a resident of the GB Parking Zone Extension, i object to the proposals put forward for resident parking permits.

This is because of several reasons:

1) I believe we are a Special Case because of the football match day parking restrictions. We won't have anywhere to park on match days if all other areas are permit parking,(one way of possible mitigation here would be to park in B&Q car park).

2) You state in the letter dated July 2021 that 1 hour for free waiting time would deter supporters from parking during matches but in the same letter you state this would not apply on match days when waiting restrictions apply. Restrictions only apply after 1pm on afternoon games and 5.30pm on evening games. If the game requires it, vehicles have to vacate one side of the road only, no other restrictions apply so, if they turned up early, parked on the correct side, they would be able to watch the game and leave at the end. Thus preventing our parking.

3) Generally speaking, we should have a reduction in any proposed permit charges and the Council should take into account the football ground parking issues. I've always been able to park outside or near to my house so i don't see a need for permits.

64. Resident, Claydon Avenue

I strongly object to parking Zones across the city , When I am cycling around Portsmouth I see empty streets but people driving around & not sure where to park . I certainly would not like to see parking permits in my Avenue (Claydon Ave) there are twenty houses, I have lived in this Avenue for many years, as Regards Football matches , you work around the match as to whether moving your car or not ! In my small Avenue, there are at least five motorcycles, they take up space , but I see they are exempt. A parking permit is not useful, on top of that I have to pay out more money , I already pay all my taxes . Just to add to this a car has been dumped on the



**Objection to GB extension and proposals under TRO 3/2021
(within extension area)**

double yellow lines in my Avenue , also another car has been dumped for six months, that has tax on it so nothing has been done about that !!!

I strongly object to a Parking Zone In Claydon Ave , as I have said before , I feel it will create more problems with parking , this is what has happened all over Portsmouth , also it will be another cost & a pain when my family come to visit me . In my tiny Avenue many people have motorcycles, who can park wherever they like & take up space , that won't change will it !

65. Resident, Frogmore Road

Writing to tell you that we OBJECT to this Stealth Tax you are trying to bring into our area, on the grounds that it is not wanted round here and we have always rejected it. It's different around here due to the football and because a lot of us HAVE to move our cars BY ORDER. Now you are trying to enforce/bully it onto us. To say we have to pay for the upkeep of new signs is ludicrous, as we didn't have to pay for the 20 mile an hour signs.

Pleas can you also tell all of us that are ordered (again by PCC) to move our cars on every Pompey game, where are we supposed to move to. As all the areas will be different parking zones. I keep asking this question without once anyone from PCC answering it. You just care about bringing in the cash, without being bothered by any stress us residents have to put up with. So it would be nice if we could get an answer on where we park during a game. Also a REPLY to this email would be nice, rather than just deleting it because it isn't agreeing with you.

Thank you for another distressing letter but it is a big FAT no from us

66. Resident, Frogmore Road

I object to the proposal to include Frogmore Road in resident parking zone.

67. Resident, Frogmore Road

Please could you tell me when the survey was carried out, And how many people replied? I wish to show my objection of parking permits to frogmore road and surrounding roads.

If the permits were to go ahead, would frogmore and alike residents who have to move on match day (when the stadium is back to capacity) get a price reduction?

Are the permits transferable between vehicles as I sometimes have to bring my van home (registered to my company address not my home address)?

Furthermore, I would like to purchase and electric vehicle.. at the moment I've noticed 1 electric parking bay in the GB area. Are there any plans to increase the charging capacity in the very near future? At the moment, with out a driveway it seems very unlikely that anyone would go electric without the capacity to charge outside or near their home.

68. Business, Goldsmith Avenue

I strongly object to the proposed parking and waiting restrictions for the extension of Zone GB.



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The proposed zoned parking and waiting restrictions will ruin the business we have built up. Our visitors, who often travel quite a distance to see us, quite often have an appointment that is longer than your proposed waiting restriction for the roads local to us (Apsley Road, Ruskin Road, Frogmore Road etc.).

As a non-restricted residential area, we have never had any problems parking over the years, as with lots of residential areas, people go out and work during the day, this makes the roads in working hours quite easy to park in and as we do not open evenings or weekends, we do not disrupt the local area at busy times, when people are wanting to park near their home.

We are a local employer of part time staff, who work different days and hours and the new restrictions will impact on all of them, as well as all our customers. We would ask you to reassess the need for the parking in these roads to be so restricted, just limited to one hour waiting when other surrounding zones such as ME – Haslemere Road, MC – Bramble Road, MB – Orchard Road – parking zone information and MI – Middlesex Road – parking zone information, have much more appropriate restrictions in place.

If it is necessary to place restrictions on the parking locally, then maybe it could be done in a fairer way to help residents as well as local businesses get what they need.

69. Resident, Maylands Avenue

I object to the proposals as it is unnecessary. Maylands avenue doesn't need a scheme as all residents are lucky to be able to park in the road and minority of the time outside-or at least very close to our homes.

Not to mention the cost of the scheme and having to pay for guests parking.

70. Resident, Maylands Avenue

I object to this idea for Maylands Avenue as the road does not suffer enough with parking issues to warrant residents parking.

A better solution would be to just limit the number of vehicles per house as No ! has possibly 7 cars in the area that you are considering.

I do not like the idea of having to pay for parking outside my house at all.

The idea that this will rake money in for the council and create jobs I understand, but I would rather pay an extra 5p council tax than pay for parking in a city I came to love

71. Resident, Maylands Avenue

STRONG OBJECTION TO THE PROPOSAL

We are writing with regard to the above matter and Portsmouth City Council's proposal to extend the parking one to include Maylands Avenue. We are a close knit community down our road and have our own system of decency and wellbeing for each other and have a system in place to help and assist each other and it works extremely well for us.

Every year it seems it is pushed forward as an idea for us to support a parking zone in our street and each time we vehemently protest about this happening. We feel that we already pay a high enough council tax, road tax, car insurance etc let alone pay another high charge for a parking permit that DOES NOT guarantee or mean you are



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(within extension area)**

buying the right for a parking space. For us it seems yet another scheme to obtain more revenue . People are already struggling to pay the bills monthly which seem to be creeping up more and more, yet the wages do not get increased in line with the other highly monthly outgoings. This is now also exacerbated by the Covid situation and complications that has entailed e.g. furlough etc. Now parking permits and visitors permit fees on top just add to the worry of it all.

As far as we can see the council doesn't have the resources to police the system. So far the effectiveness of this proposal doesn't seem to be working that well and no one we know have told us how pleased they are with it just that it is more expense and extra planning if you have any visitors. On top of that there is no guarantee in easing parking even on football match days as stated in one of your arguments in the letter we received. However, financially it makes more sense to risk not being able to park on the odd football days than pay a high annual fee that still does not guarantee a parking space.

We feel sure the fee would just increase more and more annually and wages will not. This makes it yet another financial worry when families are over stretched as it is. People are already looking to try and move out of the city so that parking does not become a headache which is so sad.

Our younger generation are having to live at home for longer due to the house prices let alone the extra cost of parking permits etc on top. Most houses are at least a two car address now due to the number of people now having to live at one address as young adults need to live with parents and work in the city.

We understand the desire for public transport to be used instead of personal vehicles but the reality is there are many issues with this including high fares, reliability, accessibility to many places in Portsmouth and Southsea, routes constantly being cut, along with the supply of buses.

All in all, we DO NOT support this idea at all and wish for our opinion to be strongly felt in answer to the proposal and we hope that there are many more opposing this idea too.

72. Resident, Priory Crescent

Please count this email as an objection against the proposed parking permit on Priory Crescent and surrounding areas.

It has become increasingly difficult to find parking spaces in this area since the council imposed the new parking permit scheme in Southsea, leading right up to the Methuen Road area. Clearly residents suffering from a parking scheme are parking their second vehicles in non permit zones to avoid the high permit fees. Many of the vehicles parked over night in my road are work vans and trucks indicating that these vehicles are not an individual's personal car. These vehicles are not owned by my neighbours. It would be interesting if Portsmouth City Council invested in some research to see just how far people will park their second vehicle to avoid the permit



**Objection to GB extension and proposals under TRO 3/2021
(within extension area)**

fee so they could get a better idea of the problems caused by parking permits. I know of one particular case where someone living in another road in Southsea was using our road for parking a work van and cycling home saving £150 a year. I have only touched on second vehicles for ease but many households have three or four cars so you can imagine the scale of this problem.

It seems the parking issues are caused only by the council continuously imposing various schemes and shifting parking problems from one area to the next; clearly this proposed scheme will push parking problems into other areas of Milton. I assume eventually this will be resolved by further parking schemes - meaning the entire city ends up permitted, which is the same effect as having the entire city non-permitted.

Perhaps if Portsmouth City Council wanted to reduce the number of vehicles on the road and entering the city, they could invest more time in improving the safety of cycle routes. The introduction of Voi appears to have been a great success but I am convinced people would avoid using it due to concerns over safety. Another key point to address would be the ever increasing problem of bike stealing - I know of many people in the city who have bikes but are unable to ride them to busier parts of the city such as Palmerston Road and Commercial Road due to concerns their locks will be cut and bikes stolen!

Please stop imposing parking permit schemes which in my opinion are of no benefit to the residents of Portsmouth and are simply another method for the council to generate additional funds; through permit fees and parking penalties.

I hope you take this email and many others like it into deep consideration.

73. Resident, Priory Crescent

We wish to object the proposal, as we live along Priory Crescent and feel that this will cause the large removal vans and vans in general plus the bowlers cars to park on our side of the road if you put parking restrictions on Milton park side of Priory crescent, which will create parking issues for us residents. The couple of hours parking restrictions on Milton park side of priory crescent will make no difference and the only way you will reduce the amount of vans/ contractors cars is to remove them from parking all together or only allowing the residents of priory crescent to park on both sides of the road; which we know would not happen. Therefore, I do not feel it is fair to expect us residents to pay £130 per year, plus the expensive council tax bill we already pay, just to make parking worse. I do not really have a problem with the current parking situation at present and would prefer not to have any restrictions on either side of the road of priory crescent.

74. Business, Priory Crescent

Please accept this email as evidence of my objection to the parking zone proposed for Priory Crescent.

I am not a supporter of parking zones because they cause unnecessary difficulties in neighbouring streets. The only reason we are having issues parking in Priory Crescent is because of the schemes that have cropped up in neighbouring streets. I cannot think of anything more blatantly obvious than the displacement effect of these



**Objection to GB extension and proposals under TRO 3/2021
(within extension area)**

wretched schemes. I have experience of the Fratton zone (GA) where there are hundreds of empty spaces in the streets every single night, so drivers always park north of St Mary's Road, causing problems there.

I would love to see the information showing the number of parking spaces v the number of permits for each of the zones in Portsmouth. I think pretty quickly we would see hundreds of empty parking spaces every single night. This is plain lunacy.

On top of this madness I am attempting to run a business, which means inconvenience for my employees and customers. Some do drive in from distance. Many of my clients are from outside of the area.

I'm afraid I am not a fan and believe that the same would be achieved by having no schemes at all, except that funds would not be flowing into PCC's coffers. I am talking about permit costs, permit costs for business, permit costs for visitors and penalty tickets.

I hope that the people of Portsmouth wake up to this façade quickly.

I can accept that there are pros and cons but for me the overriding issue is that the city, with or without parking zones, would amount to the same. The experience I have is of the Fratton Zone, is that GA? My family member lives there and when I visit I have two hours unless I get a scratch card. We couldn't navigate the website despite several attempts. The most upsetting part of this is the unbelievably high number of empty spaces in the zone. I am told that most of the displaced vehicles are parked north of St. Mary's Road.

Perhaps you could let me have the information on spaces v permits, particularly for the Fratton Zones, so that I can determine whether there are empty spaces every night, which would be blocking parking opportunities for those without a permit.

Perhaps you could give an example of a zone where spaces and permits are on a par. And one where there is a serious imbalance.

Surely there must be some projections that prove how obvious it is that the schemes will spread across the city because of displacement parking? Priory Crescent is an absolute classic case of people parking because a zone has been imposed upon them elsewhere.

**Objection to proposals under TRO 3/2021
(within existing GB zone)**

75. Resident, Alverstone Road

Re this draft order which would include reducing the non-permit parking time in Alverstone Road and Vernon Avenue, I am not sure what the rationale for this is as the present system seems to work well. The change would be an inconvenience to



**Objection to proposals under TRO 3/2021
(within existing GB zone)**

many residents, necessitating buying permits for more visitors including contractors carrying out work in properties. Very few people in these streets have any off-street parking due to small front areas and although in my development those with cars have an allocated parking space on site there is no facility for visitors. The current allowance of 2 hours is helpful but reducing it to one hour is almost useless.

I would ask you to reconsider this proposal and leave things as they are.

76. Resident, Alverstone Road

I am writing about the residents parking zone proposals ref. TRO 3/2021. I see that waiting will be limited to one hour instead of two hours for our road.

My husband and I do not agree with this, we are both elderly and if our family members call to see us, one hour is not long enough for a social call.

I hope the proposals are thrown out.

77. Resident, Carisbrooke Road

I would like to strongly oppose the suggested GB ALVERSTONE PARKING ZONE changes. Parking permits are just another tax. By stopping people parking in these zones you are just moving them elsewhere. 2 hours isn't enough time for visitors without reducing it to 1 hour.

STRONGLY OPPOSE THE CHANGES.

**Objection to GB zone extension, support change to free parking time
(within extension area)**

78. Resident, Goldsmith Avenue

I have objection to the planned proposal but agree with some points,

--- Reduce free parking times. YES AGREE

--- Charge commercial vehicles for parking

--- People with car drive should not be allowed to park outside (They have to pay£1.15 for 12 hours if they don't use their own cardrive.

--- Charles Clark house has own parking yet have taken up 3-disabled parking in Apsely Road.

Above measures should be tried for about 6-months before extending the measures

**Unclear if supporting or objecting to proposals under TRO 3/2021
(within extension area)**

79. Resident, Maylands Avenue

Please can you clarify something for me that is stated in the paperwork you have sent me as a resident. Under 'B', which applies to Maylands Avenue, it states

Waiting limited to 1 hour, no return within 2 hours,/GB Permit Holders*

*would not apply on match days when waiting and loading restrictions are in force.

Can you advise re the match day note.Does this mean that the limit is not 1hr on match days for both me and other permit holders.



**Unclear if supporting or objecting to proposals under TRO 3/2021
(within extension area)**

My view on the permit will be impacted by how you plan to deal with parking on Portsmouth FC home games

Thank you for your swift response

Firstly - I have not supported the proposal. I am fundamentally against parking charges. The council are forcing it on us by having permits in adjacent roads, causing overspill. Eventually, all roads will have permits, and the amount of cars will be unchanged. Residents will have exactly the same parking problems, but now have to pay for the right to have them. It is not fair, nor green

Secondly, I do not understand your comment re match days. Are you saying that on match days, cars without a permit cannot park at all in Maylands Avenue?

I would like to discuss this on the phone with someone before I record my support or objections. Please advise what number I can call.

80. Resident, Ruskin Road

Following the recent permit zone extension letter, I overall support the proposal, however, I have concerns regarding section B. The proposal states that restrictions would not apply on match days which I do not agree with. You have a chance to reduce carbon footprint of travel AND make it easier for people to sell property by having this on match day also.. like Alverstone road do.. failure to implement on match days then how can you charge at the same (£30, £120) rate when we wouldn't get the full parking permit benefits as the rest of the city?

Would very much appreciate this to be reconsidered. And a response.

**Unclear if supporting or objecting to proposals under TRO 3/2021
(no address given)**

81. Resident

I have some questions over the GB proposed zone extension.

I am interested to know if the parking consultation stated that there was a constant problem parking within the area? I would say this isn't the case in our street, so wonder why the very restrictive visiting hours. A one hour limit is as short as the area around Gunwharf which I believe was requested there, but it seems a big leap to go from no permits to a 1 hour zone.

Parking has become an increasing issue as you have gradually added zones around us, but I'm interested to know why our road is due to get the one hour restrictions rather than the certain times of the day that new areas are getting.

Also can you please clarify for me the situation on match days. What does it mean when it says does not apply on match days when waiting and loading restrictions are in force. To my knowledge there are no such restrictions on our road, but I found this very confusing.

82. Resident

I would like to email my views from the proposals delivered to home address.

I agree the parking within areas Ruskin Road have become congested with cars coming from other zones areas. The area is populated and road users are diverse.



**Unclear if supporting or objecting to proposals under TRO 3/2021
(no address given)**

I am concerned that the level of traffic increases accidents occurrences and worry about the degree of traffic and hostile drivers. This is the back up of traffic along Goldsmith Avenue.

I am unsure if the parking permits tackles issues of congestion and impact this has on people living within this area.

But in respect to the permits I would prefer to link into the GB zone as my concern is football days reduces my ability to park my car. My view is the greater zone area gives me the option to park on other roads where I might not gain parking on the road I live.

I think waiting limit should prevent football car users to drive into the area and park therefore I would prefer 2 hours waiting limit and the option for residents parking to be available for the roads that are affected by reduced parking on football match days- Frogmore- Ruskin- Carisbrook- Aplesby ect..

Appendix C: Confirmation of communications undertaken

(End of report)