

Title of meeting: Traffic and Transportation Cabinet Meeting

Date of meeting: 5th July 2022

Subject: TRO 35/2022 KE Pembroke Park proposed Residents' Parking Zone

Report by: Tristan Samuels, Director of Regeneration

Report Author: Kevin McKee, Parking Manager

Wards affected: St Thomas' Ward

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed new KE Pembroke Park 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 35/2022

Appendix B: Public responses received

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

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1. Approves the proposed KE Pembroke Park area parking zone under TRO 35/2022, and it is implemented as advertised.**

3. Background

- 3.1** The Residents' Parking Programme of Consultation, presented at the Traffic & Transportation decision meeting held on 2 September 2021, set out a programme of

areas to be consulted on whether Residents Parking Zones would be beneficial. It was agreed to focus first on areas that are unlikely to cause significant displacement, as these can be done without the time needed for a rolling programme. KE Pembroke Park was included as a proposed area for an RPZ, following requests from residents.

3.2 In an initial survey in December 2021, residents were asked their views and 232 surveys were circulated with 107 responses. The results showed that 59% of Pembroke Park residents, who responded to the survey, felt that a residents parking scheme would be helpful.

3.3 The initial survey identified the issues below as the main factors that contribute to parking congestion in this area:

- Commuter parking
- Shoppers/customer parking
- Households have multiple vehicles
- Visitors seeking unrestricted parking and displacement from other zones
- Commercial vehicles
- Parking for the sports field, parks and other amenities
- Seafront/beach visitors (seasonal)

3.4 As there was a positive response to the initial survey a formal proposal was developed to try to address the issues raised in the area. Therefore, the proposed scheme restricts parking to permit holders only, between 8am and 8pm seven days a week. This is to deter the wide range of non-residents using the area for a wide variety of purposes.

4. Consultation and notification

4.1 The statutory 21-day consultation and notification under TRO 35/2022 took place between 25 March - 15 April 2022. A statutory consultation is different to an informal survey, which aims to gather information on any parking problems in an area and gives an indication on whether or not local people feel a residents parking zone would be helpful.

4.2 In a statutory consultation on a Traffic Regulation Order (TRO), statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object.

4.3 To make those affected aware of the proposals the council is required to publish a copy of the proposal notice in a local newspaper. A copy of the proposal notice is included as Appendix A of this report. In addition, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts within the area (14) and copies of the proposal notice and accompanying letter were posted to every property within the proposed KE zone extension area (232).

4.4 The Council has a statutory obligation to consider any objections received, although comments are invited from everyone to enable suitable recommendations to be made. Therefore, consideration is given to how people respond in their

representations. All the comments received during the consultation period are included in Appendix B of this report.

- 4.5** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** The information provided by local people in response to the proposed KE Pembroke Park area parking zone is summarised and considered in this section. The responses are reproduced in full in Appendix B.

- 5.2** 45 people responded to the proposal to introduce permit parking within the KE parking zone, under TRO 35/2022. All the comments received are contained in Appendix B and should be read and considered. Officers have assessed the comments and have categorised them in the following manner. 31 residents replied to say they support the proposals. 11 objections to permit parking were received, with no suggested alternatives. 1 resident objected to the times being proposed. 2 responses were feedback but were unclear as to whether they were objection or support.

Support	Objections	No preference given
31 residents within the proposed zone	11 residents within the proposed zone	2 residents within the proposed zone

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

- 5.4** The most common point raised during the formal consultation was concern over the areas where housing for Ministry of Defence (MOD) personnel are presently located. As these areas are within the remit of another organisation, it is not possible for those areas to be included within the Council's proposals.

- 5.5** However, as more residents who responded to the consultation were in favour of implementing an RPZ in the area, than those who were opposed, the Council will bring this to the MODs attention. If the recommendation to introduce the residents' parking zone is approved, a further discussion will take place with the MOD to reduce any impact on the private areas.

- 5.6** The proposal to restrict parking to permit holders only between 8am and 8pm does mean that visitors and trades people parking during the controlled times will need a visitors permit. People who need care can obtain a permit for regular carers and professional carers can obtain an essential visitors permit.

6. Reasons for the recommendations

- 6.1** The recommendation is to implement the KE parking zone due to the results of the informal and formal consultations.
- 5.2** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed KE Pembroke Park area zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.
- 5.3** The restriction of 'permit holders only' over an extended period will be particularly effective in both preventing long-term parking, where non-residents leave their vehicles parked for long periods of time and shorter visits to the shops and seafront.
- 5.4** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
- 5.5** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.
- 5.6** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.

6 Integrated Impact Assessment

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

7. Legal Implications

- 7.1** 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.
- 7.2** 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.

- 7.3 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.
- 7.4 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.

8. Director of Finance's comments

- 8.1 The set up cost to implement the extension will cost approx. £5,500, which includes advertising the Traffic Regulation Order and installing appropriate signage for the parking zone. These costs will be met from the On Street Parking budget.
- 8.2 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 Penalty 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.
- 8.3 It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not know until the scheme is in operation. Similarly, it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 8.4 The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the KE zone there are 232 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 212. 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.
- 8.5 Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to approx. £4,600 per annum in first permits alone.

8.6 The pricing structure for Resident's 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

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

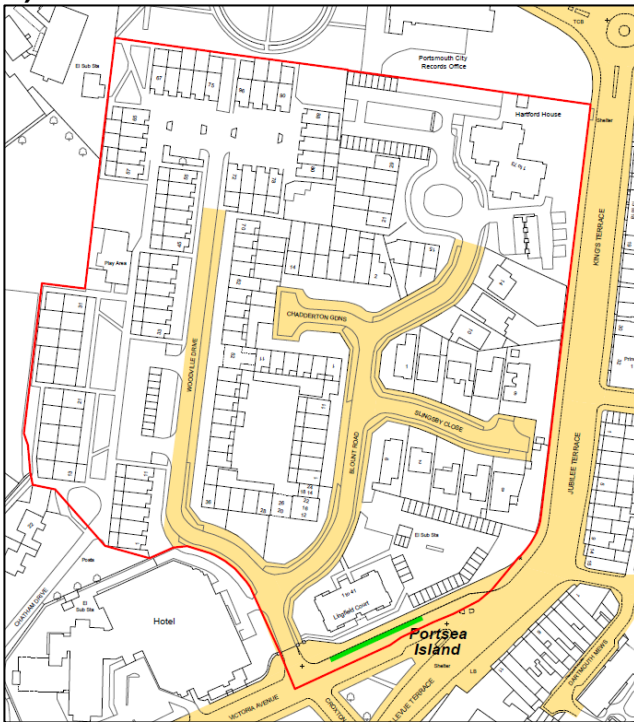
.....
Signed by:
Cabinet Member for Traffic and Transportation

Appendix A:

The Portsmouth City Council (Pembroke Park) Residents Parking Scheme (No.35) Order 2022

25th March 2022: Notice is hereby given that Portsmouth City Council proposes to make the above Order. The effect would be to introduce a residents parking zone as follows:

A) KE ZONE BOUNDARY



B) KE PERMIT HOLDERS ONLY 8am - 8pm

Within the following lengths of road where on-street parking is currently unrestricted and is public highway (see map for detail):

**Blount Road
Slingsby Close**

**Chadderton Gardens
Woodville Drive**

C) PAY AND DISPLAY

KE Permit Holders will be permitted to park in Victoria Avenue, north side, between Woodville Drive and Bellevue Terrace

D) KE PERMIT ENTITLEMENT: All properties within the KE zone boundary shown by the red line at Part A

E) ADMINISTRATIVE AMENDMENTS

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

CURRENT PARKING CHARGES

Resident permits - A maximum of 2 Resident permits per household will be authorised each year unless capacity allows more. 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 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 3.5t and registered to an address within the parking zone, required for emergency call-out or the only vehicle at the property.

Copies of the draft Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2022' at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Daniel Selby, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 35/2022 within 21 days of the date of this Notice (i.e. by **15th April 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, including the name and address of the person submitting it, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B:

Support for proposals under TRO 35/2022
1. Resident, Blount Road Thank you for the parking details for the KE zone dated 25 Mar 22. As a resident of Blount Road, I am in favour of the scheme. However, I do have questions:

Support for proposals under TRO 35/2022	
	<p>The West side of Woodville Drive is park of the MOD owned side of Pembroke Park (managed by the Defence Infrastructure Organisation – DIO).</p> <ul style="list-style-type: none"> • What is the intention for the residents of these properties (ie MOD personnel)? • Will they be allowed to purchase resident permits? <p>The area at the North end of Woodville drive is a MOD owned area for resident parking. However, there aren't any parking restriction. I believe the main concern of these residents is the possible shift of the parking problem into this MOD area. Therefore, I would urge the council to notify the Portsmouth Naval Base Commander of intentions to introduce the scheme early so that either they can fully join the scheme (so that the MOD land is included in the KE scheme) or allow time for the MOD to arrange their own parking restrictions.</p> <p>My view, unless MOD fully join in with the KE scheme, MOD residents should not be allow to purchase KE Resident permits (annual or the temporary scratch cards). Their land has parking for their residents and their parking is a MOD responsibility. Additionally, I believe MOD personnel should be excluded from this survey.</p>
2.	<p>Resident, Blount Road</p> <p>We support your residents parking proposal as specified in your letter of 25th March</p>
3.	<p>Resident, Blount Road</p> <p>I really like to support the KE permit proposal so we can buy the permit to park cars easily. I hope this proposal will be put into practice as soon as possible.</p>
4.	<p>Resident, Blount Road</p> <p>In response to your letter of 25th March, I write to confirm that we are strongly in favour of the proposals for a KE parking zone in Pembroke Park.</p> <p>We have been particularly bothered by people leaving their cars while they travel to the Isle of Wight, sometimes for several weeks, to avoid having to pay for parking. Users of the Holiday Inn are also guilty of this, though usually only for overnight stays. It was known some time ago that some teachers commuting daily to the Isle of Wight were being advised to park in Pembroke Park as it was free of charge, though this practice may have stopped following our direct protests.</p> <p>On more than one occasion recently we have had damaged or unroadworthy cars abandoned opposite in Blount Road and it has taken considerable time and effort to have them removed.</p> <p>Houses in multiple occupancy will naturally oppose this move, but the necessity for permits should clarify this situation.</p> <p>The strong opposition from the Woodville Drive area, mainly MoD housing, is understandable as pressure on Blount Road parking is frequently caused by visitors who cannot park in Woodville generally park in Blount, especially if they have trailers with sporting equipment.</p> <p>The provision of a parking zone will bring Pembroke Park in line with the rest of Old Portsmouth, another reason why we strongly support the move.</p>
5.	<p>Resident, Blount Road</p> <p>We would like to record our full support for the proposals.</p>
6.	<p>Resident, Blount Road</p> <p>Yes to Pembroke Park permit parking.</p> <p>Whilst living in Hartford House we have designated parking spaces plus "Visitor Parking car park too.</p> <p>Nevertheless the amount of road parking by non-residents is such that they park all day & the biggest problem is that the road is very, very narrow & repeatedly when</p>

Support for proposals under TRO 35/2022	
	<p>residents arrive home or depart it is frequently the case of meeting someone halfway & either one driver reversing or mounting the pavement to avoid collision. Scrapes & arguments the end result.</p> <p>Finally parking on street means the “view” ahead is blocked & progress “blind.”</p> <p>Fair to add that we had an emergency gas leak at Hartford House which produced 4, yes 4 fire engines, 2 gas emergency vans plus ambulances & not easy for the larger vehicles to traverse the narrow Blount rd to reach HH. Worth reflecting upon.</p>
7.	<p>Resident, Blount Road</p> <p>Just contacting you to show my support for the establishment of this parking zone and particularly for including the north side of Victoria Avenue, although it would be better if both sides of the road could be included.</p> <p>Otherwise I am very much in favour of this proposal.</p>
8.	<p>Resident, Blount Road</p> <p>I have looked at the proposal for the KE Pembroke parking Zone (TRO 35/2022) and I fully support the hours of 8am to 8pm everyday</p>
9.	<p>Resident, Blount Road</p> <p>I am in full support of a KE Pembroke Park Permit Zone</p> <p>My support mainly as rogue parkers dump cars here sometimes for weeks on end in this tourist hotspot dodging PCC meters. This blocks parking availability for residents, this is particularly troublesome for those in the blocks of flats.</p> <p>My one concern will there be a concession for carers that visit residents? Visits are usually for no more than 15-30 mins?</p> <p>I am a resident of Blount Road & fully support the introduction of a Residents Parking Scheme. Pembroke Park is located in a tourist hotspot & non residents dumping their vehicles for sometimes days on end must stop. Kerbside parking options for actual Pembroke Park residents is extremely limited (only 28 spaces located in Blount Rd & Slingsby Close) there are approx. 232 dwellings within the proposed zone area, 52% are in fact flats. Numerous non residents dump their cars & dodging paying on council meters must stop, Isle of Wight visitors are a frequent nuisance. Residents with no parking available to them with their dwelling must be able to have an opportunity to park near where they live & not have this hindered by non residents. We are surrounded by meters & other parking zones so naturally Pembroke Park has become a displacement area, we are grateful of this Stage 2 consultation.</p> <p>I imagine there will be objections from military occupants (22% of the total dwellings) as they may have concerns over displacement but they have their own Private designated parking areas which are MoD owned & should be protected for them by MoD/DIO.</p> <p>Thank you for reading my email with my reasons for support & I will be keen to hear precisely what reasons residents may object to the councils proposals.</p>
10.	<p>Resident, Blount Road</p> <p>I think that controlled parking is excellent and should proceed.</p>
11.	<p>Resident, Blount Road</p> <p>With reference your advice of the 25th March 2022 regarding the proposals for KE zone within Pembroke Park Estate I continue to fully support Permit Parking.</p> <p>This area is totally abused by non-residents who do not want to pay PCC parking charges in the roads adjacent to the entrance of Pembroke Park and surrounding</p>

Support for proposals under TRO 35/2022	
	<p>areas and evidence clearly shows these people park all day FOC and make it impossible for residents, especially those in the flats, from being able to park within the vicinity of their homes.</p> <p>I look forward to Permit Parking in Pembroke Park estate and would like to be informed as to when the Public Meeting is to be held.</p>
12. Resident, Blount Road	<p>We fully support Permit Parking despite having our own designated space. The sign at Pembroke Park entrance says “Private” – end of story AND IT’S NOT. Anyone can park it All day & leave – unacceptable.</p> <p>Plus the increase in parked cars make leaving & returning to adjacent houses & specifically Hartford House a lottery. All too often the winding part of Blount Rd approaching HH is unsighted to leaving/arriving traffic forcing cars either to back up (not always easy) or divert onto pavement by the large detached houses.</p>
13. Resident, Blount Road	<p>I am in full support of permit parking within Pembroke Park.</p>
14. Resident, Blount Road	<p>I fully support this proposal since park residents often find parking spots occupied by outsiders especially those living in Lingfield court and flats</p>
15. Resident, Blount Road	<p>Parking in Pembroke Park I support residents having parking permits. I used them in old Portsmouth for many years, and they were very successful</p>
16. Resident, Blount Road	<p>I write to express my continued support for the proposed scheme for Pembroke Park.</p>
17. Resident, Blount Road	<p>I'm in receipt of the details of this proposed scheme and I'm fully in favour of its implementation. My only comment is about the 8am to 8pm restriction. I wonder why isn't it 24hours with an hour for use by others as is the Hambrook KB scheme.</p>
18. Resident, Blount Road	<p>Thank you for the recent correspondence regarding proposed permit parking for Pembroke Park, Portsmouth.</p> <p>Please note that I fully support the proposal to introduce resident parking permits on the public highways within Pembroke Park.</p> <p>Without doubt, non-residents park in the Blount Road area to avoid payment parking elsewhere along the seafront and the common. While this is understandable, it has created difficulty for residents who are unable to park and are sometimes forced to park in payment parking areas Jubilee Terrace and Pembroke Road.</p>
19. Resident, Blount Road	<p>I think it should happen</p>
20. Resident, Blount Road	<p>I would like to express my sincere wishes for a parking Zone... Over the past 5 years my work van has been broken into several times and a lot of expensive tools taken... All because of the lack of parking on Blount road and the surrounding area.. Especially on bank holidays and during the summer months</p>
21. Resident, Blount Road	<p>I write to support the proposal Also, my parents</p>
22. Property Management Representative, Blount Road	<p>I am writing to say how delighted I am that the Resident’s Parking Scheme seems to be going ahead at long last. People who live in the park and especially here in</p>

Support for proposals under TRO 35/2022	
	<p>Lingfield Court as so fed up with not being able to find a parking space within the gates. Yes we have some parking spaces within Lingfield Court but there are not enough spaces for all residents who have cars and they are forced to park outside on the meters. The times are also perfect as those working will be back home before 8pm.</p> <p>Thank you to PCC for introducing this zone that will benefit the residents of Pembroke Park.</p>
23. Resident, Pembroke Park	<p>We full support the parking permit scheme.</p> <p>The flats at lingfield court have garages which they are NOT using or are NOT being asked to use by management! The parking bays within the grounds do not support the number of flats when it comes to parking.</p> <p>Permits would maybe encourage people do the right thing and leave other residents with space to park I hope.</p>
24. Resident, Slingsby Close	<p>Before finally giving my support to the above I would appreciate further details on your proposed location of parking meters? Bearing in mind there are double yellow lines on one side of Slingsby Close and a turning area at the end and outside No.9.</p> <p>I do support the proposal.....</p>
25. Resident, Slingsby Close	<p>We supportRP2</p>
26. Resident, Woodville Drive	<p>I just want to say that we fully support the proposed KE Pembroke Park permit parking scheme. We live in Woodville Drive and over the last two years have noticed a steady increase in car parking on the road which occasionally hampers access to driveways and reduces the available width of the road. There have also been times where visitors to festivals/other activities in and around Portsmouth use Pembroke Park as a location to park vehicles for the entire weekend, making is challenging for residents to park their own vehicles.</p>
27. Resident, Woodville Drive	<p>I am in full support of the proposed residents parking at Pembroke Park. We are in desperate need of permit parking due to the continued problems we have with holidays makers, workers, Holiday Inn residents and students parking on the areas in question.</p>
28. Resident, Woodville Drive	<p>Hello I would like to express my support for the much needed,and overdue Pembroke Parkparking permits scheme/ parking zones. It is difficult and disappointing not to at times get parking at all in a large residential development like.ours.Particularly when my rife and I have no parking spaces within the block of apartment s we live in.This due to non residents who used it as free parking, and get away with it because we have no permit scheme.We would appreciate getting this done before the busy summer period ,which will avoid us and our relatives (some of who have walking disabilities having to pay.</p>
29. Resident, Woodville Drive	<p>I am writing to tell you I am very much in favour of implementing the Proposed KE Pembroke Parking Zone.</p> <p>I often find I cannot park anywhere near my home. I live in flats that do not have a garage or any parking.</p>

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Also when my family or friends come there is no parking at all so park some way away and pay parking.

Because it is well known it is free many people park their vehicles and leave them for days or weeks. Often to go to the Isle of Wight although there is a Council Car park by the Hover. This must mean the Council misses out on much needed funds.

Plus it means sometimes having to park some way away and having to walk home after dark which I do not like.

So I really hope the Council agrees to a Parking Permit system in the KE area.

It seems sensible and would put a wrong right for the local Council Tax paying locals.

30. Resident, Woodville Drive

I fully support the proposed RPZ, could white lines be added where there are dropped kerbs, to deter any opportunists from parking where they shouldn't.

31. Resident, no address given

My wife and I support the above scheme!

Objections to proposals under TRO 35/2022

32. Resident, Blount Road

In Receipt of your information re the proposed parking zone within Pembroke Park and on which I make the following objections.

Firstly, there is no doubt that the council will have to reduce the number of spaces available and in the roads listed at the present time there is no problem with people and the way they park. This has protected the private parking of the two multi-storey blocks. What will happen, a good percentage, as in other areas will decide they pay enough to the council and won't pay for parking. This is where the big problem will arise, people will use the private parking area's,

I see the council are on the scheme of a sprat to catch a mackerel, cleverly not enlightened is the proviso for an increase very shortly after being installed.

To maintain my parking spot, I have already started leaving the car in its space and going everywhere by bus. It's working very well, I get exercise and can shop anywhere and costing me nothing to do so.

Finally I put it to you that this is a different situation, you have a mixed type of parking to include in your decision. Let's hope common sense prevails and the no problem situation survives..

33. Resident, Blount Road

I do not support the proposed parking scheme for Pembroke Park. I do not believe there is a major parking issue on the estate caused by visitors. The proposed regulated parking is highly likely to shift any current problems to private parking bays at Hartford House. The original survey did not show the majority of households support the scheme. Of 232 surveys issued, only 63 supported a scheme (27%).

Allowing PP residents access to permits to park in the zoned area just outside the estate gates should provide the necessary additional parking spaces without the need for a separate regulated scheme. I would consider this a suitable alternative to the current proposal.

Objections to proposals under TRO 35/2022

The proposed scheme is very likely to impact on the Hartford House private parking facilities. Restricted on-road parking will simply add PP problems to existing HH problems.

HH car parks already suffer from unauthorised parking. This includes aggressive behaviour towards residents who question drivers parked in HH spaces. Many HH residents are elderly. It's not acceptable to expect them to cope with unauthorised parking problems transferring from the public highway.

It's extremely frustrating to return home late at night and discover cars parked in resident bays.

I am not convinced most of the parking problems on PP are caused by visitors. On-street parking at the lower part of Blount Road appears to be extensively due to people that I believe live on the estate and have too many cars to park solely on driveways. Regulated parking will not change that. Giving PP residents access to parking permits in the zoned area just outside the estate would provide the necessary additional spaces without the need for a separate PP scheme. Parking spaces in the zoned area outside PP gates are often empty during the day.

The upper section of Blount Road is not overly busy during the day. Several of the residents in houses here are elderly, have just one car and park on the driveways. I am not aware of regular problems with parking during the day. There was a taxi company parking overnight last Summer. I'm now aware the taxis relate to a house further down Blount Rd. They would be able to apply for permits under the proposed scheme.

Sorry but I did not have time to reply to the earlier consultation. Grateful if you could consider the lack of general support from the earlier consultation and issues for HH before making a final decision. Please email me details of any public meetings to discuss the scheme.

Are you able to confirm how many objections were received to the Pembroke Park parking permit plans?

Do the council publish objections online in line with the normal process for planning applications? If so, when will they be available? I'm just keen to see what other issues have been raised.

34. Resident, Slingsby Close

We are opposed to the proposals

Reasons :

1. There was a parking problem in Slingsby Close but this was largely resolved by the extension of double yellow lines a few years ago (ensuring thoughtless drivers can no longer park on both sides of the road and block access).
2. Insofar as there is a current parking problem, it is mainly caused by residents of Lingfield Court and Blount Road parking in the surrounding streets - and this proposal will not address that at all (indeed, it will just 'legitimise' it).
3. Given the current cost of living crisis, having to pay an extra 'Tax' to park in our own street is an unnecessary additional burden.
4. Many of the residents in Pembroke Park are elderly and require visits by either professional carers or more informal friends and family. It will cost a fortune to pay for frequent (daily) visitor parking permits.

Objections to proposals under TRO 35/2022

5. This will only encourage the trend towards paving over front gardens and turning them into off-road parking areas, which has a detrimental environmental and visual impact.

I would also comment on the "KE" survey results published on your website :

1. Your letter of 25th March starts off by saying "I am writing to let you know that following the survey we undertook in December 2022, residents in Pembroke Park Area are in favour of considering a parking permit scheme". I'd just like to point out that this is factually incorrect. A total of 232 surveys were sent, and 63 were returned in favour. That makes only 27.2% in favour.
2. You could more accurately have started your letter with either "A majority of the people who replied were in favour" or "Nearly three quarters of the residents did not reply in favour of the proposals".
3. Of that small percentage who replied in favour, the overwhelming majority (45 out of 63, or 71.4%) are in Blount Rd.
4. There was a significant 'Against' vote in Woodville Drive whilst Chadderton Gardens/Slingsby Close were basically neutral (8 for, 5 against, 9 not returned).
5. Could I therefore suggest that, as only the residents of Blount Rd seem to think there's a problem (and even then, only around a third of properties) the scheme, if it is to go ahead at all, be limited to Blount Rd ?

35. Resident, Woodville Drive

I wish to state my opposition to the proposal.
I believe that any permit scheme is not required or called for and should be abandoned now before any further unnecessary costs are made.

36. Resident, Woodville Drive

We have received notice that the council intend to proceed with the permit parking scheme after a survey was conducted. Having reviewed your survey results the place of most concern is the fact that the overall results are skewed against Woodville drive where over 62% of the residents are against the scheme. This is due to the fact that it will not be enforced on MOD property and will lead to residents that have parking permits for one vehicle parking their cars and campervans on MOD land where the parking will not be enforced. This may possibly exacerbate problems on that side of the road especially as the MOD has now expanded its parking at the top of Woodville Drive. I would suggest that the scheme continues for the other roads where it is supported but not on Woodville Drive where conflicts between private and MOD residents may occur if it goes ahead.

37. Resident, Woodville Drive

I wish to object to the above scheme on the basis of discrimination and poorly analysed data by Portsmouth City Council.

Discrimination.

Based on the map you have supplied stating where the proposed scheme will be in place, the Woodville Drive car parks (MOD) have not been included. This will mean residents and commuters will use this area to avoid the charge. This will have an adverse affect on those who live in the properties in the immediate area, mostly MOD residents.

Poor Data Analysis

Based on the results survey, Portsmouth City Council has chosen to ignore the distinct differentiation between those surveyed in Woodville Drive compared to Blount Road.

Objections to proposals under TRO 35/2022

65% of residents of Woodville Drive who responded to this survey were against the proposal! In Blount Road there was a 75% for the proposal. The grouping of all roads in order to state “residents of Pembroke Park are in favour of considering a parking scheme” is an unfair reflection on the results of the survey.

Residents of Woodville Drive have been both ignored and discriminated against; especially those who reside in MOD property. I wish to the above complaint to be considered and responded to by a senior member of your team prior to this scheme being taken forward.

38. Resident, Woodville Drive

The proposed parking area in Woodville Drive does not include the cul-de-sac area at the end and garage area opposite the single story garages. This is not council land. By imposing the zone on part of Woodville Drive you will create displacement parking issues in these areas. This will simply move the parking problem and not resolve it. This proposal is unreasonable and disproportionate and impacts a large proportion of the residents on Woodville drive who will impacted by this parking zone. It either needs to include all of the parking spaces or not at all.

I am strongly against this proposal and would like to know what engagement you have made to include all parking areas?

39. Resident, Woodville Drive

I would like to give my feedback on the recent proposal on the permit parking in the Pembroke zone. I am still not in favour of introducing permit parking in this area especially in Woodville Drive. Your own survey showed that over 50% of residents in Woodville are against the scheme, as this is the only street in the zone that parallels MOD properties. As previously stated, introducing permit parking will only solve the parking issues on the council own side of the road and will transfer all the current parking issue on to the MOD side of the road. Why pay for a visitor pass or an additional car permit when you can park for free on the other side of the road? The MOD is not set up to deal with unauthorised parking and there are no way to stop non MOD personnel parking on their side of the road. This fact will be exploited by people trying to by pass the permit parking zone and lead to access issues and increase tensions in the Woodville Drive.

I believe that the parking zone should not go ahead until the council and the MOD have agree a way forward that safe guards both communities access to parking. The current scheme shows no understanding of the unique nature of this area, and will not solve the parking issues but move them on to the MOD community.

I am happy to discuss the above points if required, but I hope you can see that a simple parking permit zone is not the answer to solving the parking issue in the Pembroke.

40. Resident, Woodville Drive

As a resident of Woodville drive I have concerns regarding the practicalities of this being implemented on Woodville drive. I am afraid the map provided is not showing clearly enough how a permit scheme could be implemented on the road and without this it is impossible to fully understand how it's impact.

You will hopefully be aware that the majority of the public highway on your map of Woodville lacks the space to legally park a car without obstruction, it is also my understanding that one side of the highway is military owned and the other council. The main stretch of Woodville drive has cars parked on the pavement which I believe would

Objections to proposals under TRO 35/2022

be illegal on a public highway, however is the only way to park at the top of the street without blocking the road.

As the survey demonstrated the vast majority of Woodville residents objected to the idea of a permit for practical reasons. At present the military side of the estate is overwhelmed by cars from not only nonresidents but the vehicles of non military residents who choose to parking in military owned parking. As this unauthorised parking is not policed or managed we fear by asking non military residents of Pembroke park to purchase a permit will inevitably lead to an intensified issue. Why would they when they can avoid the cost by simply exploiting the free parking on the military side of the estate?

I welcome your response to reassure these matters have been considered and advise where the permit bays would be on Woodville. I feel any moves forward need to be done so in collaboration with the MOD land owners to avoid the current issues in Woodville being escalated rather than resolved by the implementation of this scheme.

41. Resident, Woodville Drive

I would like to object strongly to the proposed expansion of the KE parking area into Woodville Park. I would like to raise two points, firstly that there is no particular problem with non residents parking on the Pembroke Park Estate so this would be an unwanted restriction on parking. It is also probable that the scheme will push any non residents to park in the areas not covered by the scheme, creating parking congestion not currently experienced in the areas of the not administered by Portsmouth CC

Secondly that there is no enforcement of the residents only parking areas which means people outside the estate are more likely to park their without action being taken. This will result in greater parking congestion for military personnel and more administration required of military residence to personally enforce their parking spaces or areas.

In summary this is a scheme that will cause more problems than it solves and I wish to object to it as strongly as possible. Please contact me by email or telephone if you wish to discuss my concerns further.

42. Resident, Woodville Drive

Your survey undertaken in December 21st "Residents in Pembroke Park area in favour of considering Permit Parking Scheme" Only a small percentage of Pembroke Park residents attended this meeting. Residents experiencing parking problems are mainly in the Blount Rd area, there have always been problems there. I haven't seen any problems around my house and have spoken to people beyond (not including the service estate) who seem happy to remain in a private road.

I have noted quite a few strangers parking their cars or vans opposite Lingfield Court in Blount Road, that really is where the problem lies when we moved into our house we were given a copy of our lease which states that Woodville Drive would remain a private road for 125 years and I and many others agree with this.

Objections only to proposed restricted timings

43. Resident, Blount Road

I voted in favour of a residents zone.

I have the following to raise however:-

The proposal is for a 8am-8pm zone which,at 12 hours is an unprecedented length of time,by my knowledge,of other zones in Portsmouth.

Objections only to proposed restricted timings

This means that every daytime delivery /post/ service/carer vehicle is liable for a PCN without a residents visitors permit !
 Surely a split 2 hour window,such as near Canoe Lake,would suffice?
 Say :- 10-11am and 6-7pm would stop the all day possible IOW trippers parking that a lot of my neighbours are concerned about.
 I have Carers visiting 3 times a day and family daily,I am 97,and under this proposal would need 4/5 daily permits,a massive extra cost,never mind the practicality of distributing them!

Please reconsider this excessive time window and put in place a split two hour window instead.

Unclear if support or objection to TRO 35/2022

44. Resident, Blount Road





Thank you for collating the results of our parking survey KE.

Your results prove that parking on Blount Road is a problem where people living in flats, are on numerous occasions forced to park in Victoria Avenue on payable parking meters. The main against vote is from Woodfield Drive where all houses have parking spaces in their own garden.

45. Resident, no address given

Can you please clarify 1. what restrictions there are regarding delivery vehicles parking for loading and offloading in an RPZ. 2. I see there is a weight limit of 3501 kg in respect of a residents permitdoes the same weight limit apply for a visitors permitfor example a tradesman's vehicle where work is being carried out in a residence within the RPZ

Appendix C:

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The Portsmouth News*	<i>Started: N/A</i> <i>Completed: 25/03/2022</i>	
Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 25/03/2022</i>	
21-day consultation*	<i>Started: 25/03/2022</i> <i>Completed: 15/04/2022</i>	
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 25/03/2022</i>	

(End of report)