

The current Lib Dem policy

Our policy is to give parking zones to areas where residents want them. This is done on the basis of an '**area by area rolling programme**' which responds to historic requests and/ or proximity to a recently established zone.

The process for getting a zone is in 2 stages:

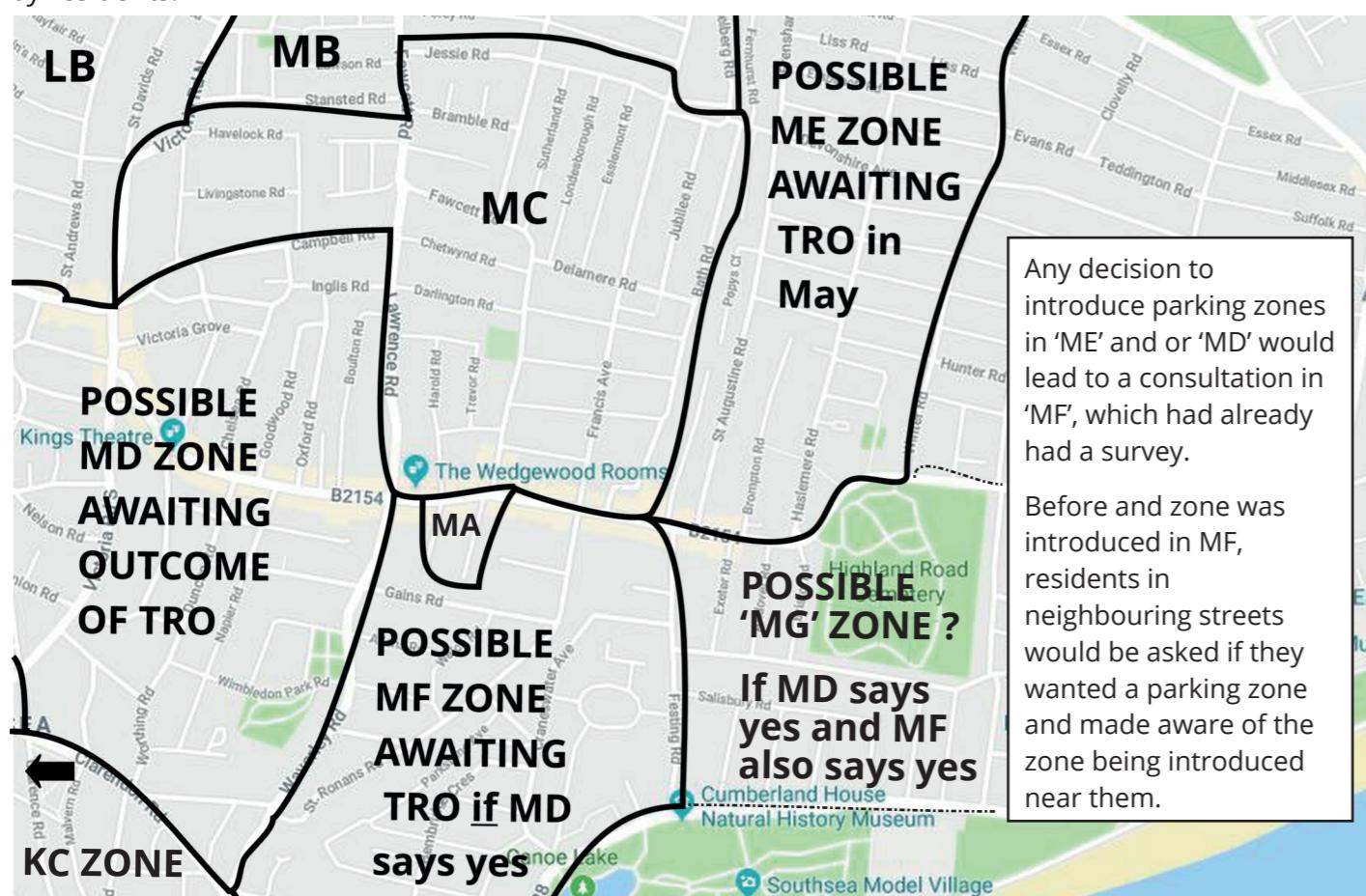
- 1 - An informal survey by the council. This is sent to every council tax paying household asking for a household response as to whether a Residents Parking Zone (RPZ) is wanted. If the majority of the respondents say 'yes', then this moves to stage 2. If not, no further action is taken.
- 2 - A report on the survey is prepared and sent out to every household in the area.
- 3 - If the survey shows there is demand for an RPZ, a Traffic Regulation Order (TRO) consultation takes place which is a formal consultation and is open to anyone to respond. All residents will receive a letter, there is notification in the press and signs are put on lamp posts. The responses are collated and where a majority say 'yes', it is implemented. There isn't a voting slip, the idea is to get more detailed feedback to make sure the zone will do what residents want it to do. The decision is then formally made at the next available Traffic & Transportation Cabinet decision meeting - a legal requirement.

The policy adopted says that when a new RPZ starts the adjacent areas should be informally surveyed as soon as possible.

However, sometimes we can move more quickly. Where we know from all the feedback we have had from residents that a neighbouring area to a zone already has issues and have previously shown support for a zone, the survey can be brought forward to speed up the overall process. The MD Zone (around the Kings Theatre) was surveyed prior to the introduction of MB/MC zones and they have now had their TRO.

In order to find out more about residents' thoughts on RPZs in areas east of Festing Road, a preliminary survey has already been held there.

Below is the current programme in this part of the city. Go to www.portsmouthlibdems/parking for lots more information about how the schemes work and for the answers to many of the questions we get asked by residents.



Answering your questions about parking

Dear Neighbours,

The one thing we get asked about more than anything else, is parking.

Every day, local people tell us that the city has too many cars and too little space. At the same time we completely understand that people need their cars for a whole host of reasons. Our public transport system is not up to scratch and we need to fix that and ensure that we do much more to improve cycling and walking routes.

We know that for many people, the stress over parking is very real and that some local residents are telling us that they are moving out of the city because of it.

So what do we do?

This leaflet tries to explain the history, the options, our current policy and why we believe our current policy is the least worst solution.

We do not pretend that it is perfect. There will sometimes be issues caused by new zones that need to be sorted out but we will work with local people and local businesses to find solutions which resolve these problems as fast as we can.

Why parking zones at all?

Areas of Portsmouth have huge problems with on street parking.

Since 1999, 36 zones have been introduced to deal with a range of issues that were causing real misery for residents.

These include:

- Areas around Old Portsmouth which suffered long term parking from Wightlink ferries, summer visitors and the University.
- Cosham, where parking associated with QA hospital made it impossible for local residents to park.
- Roads north of Fratton Station, where commuter parking and match day parking were a problem.
- The area around Portsea, which suffered badly after Gunwharf Quays opened.
- The Seafront, where events and tourism caused huge difficulties for residents in the summer.

There is no doubt that removing these zones would be to inflict real misery on areas and therefore residents across the city and put us back to square one.

The 'piecemeal' approach always had cross-party support until 2015. Since then, the situation has been left unaddressed. We are trying to finally tackle the situation with a new '**area by area rolling programme**'.

Remember, removing all of the existing zones may improve things for your area but only at the expense of inflicting misery on others.

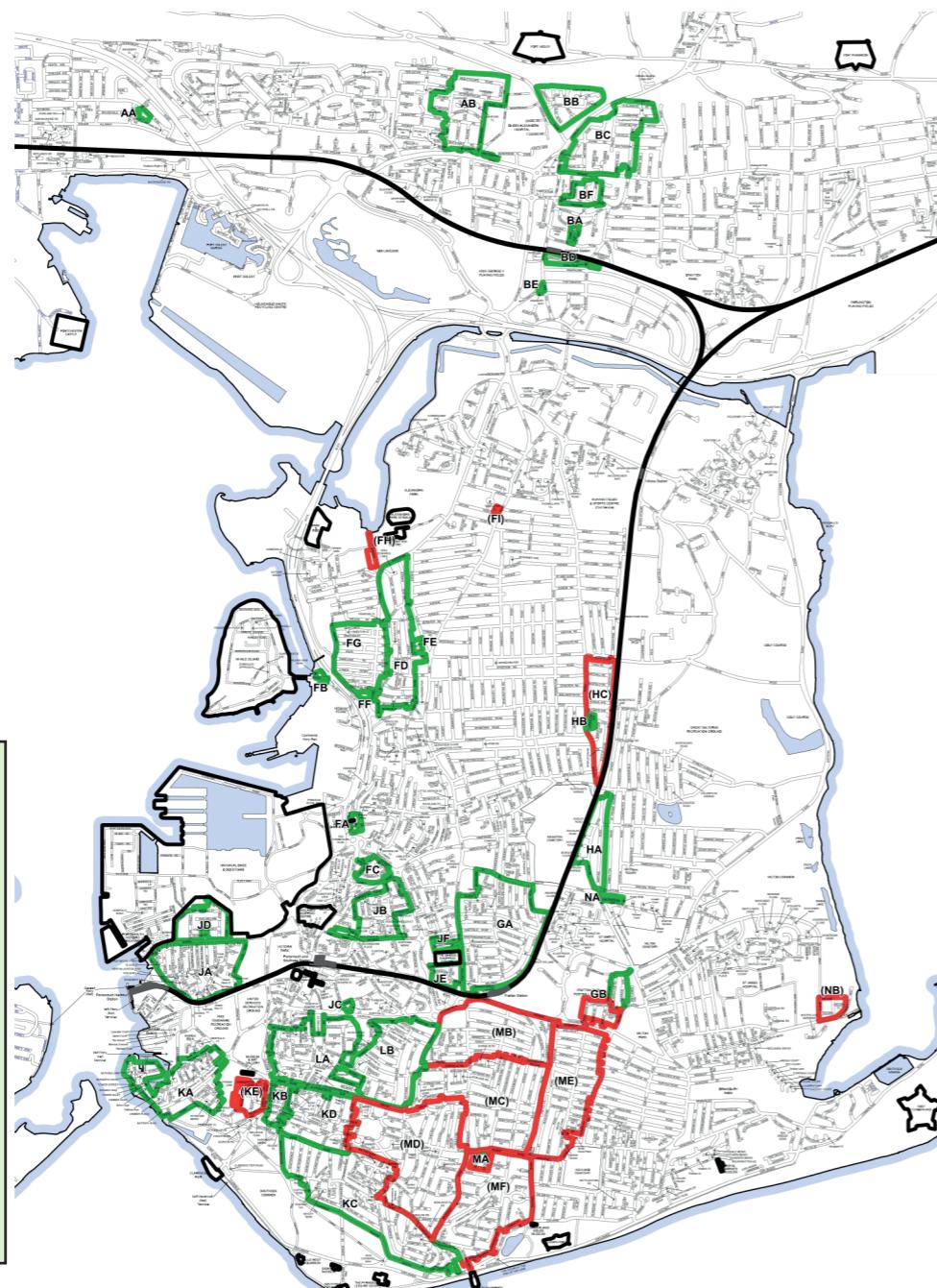
We need to move as quickly as possible to make things better for everyone, not punish people who have had zones which they really do need.

Did you know?

Since 2007 an extra 17,000 vehicles are based in Portsmouth.

Think about what would happen if another 17,000 cars came to the city by 2029.....

Removing all the zones or stopping any new ones might appeal to some but the city would end up gridlocked.



What are the different options to sort things out?

1. Remove all the zones

As we have explained, this would be a disaster for thousands of local residents and a lot of businesses.

2. One 'city wide' zone for residents

This has major issues. The Council asked people if they wanted this in 2016. Those surveyed said no. Places similar to us, like Brighton and Bournemouth and hundreds of other areas across the country did not deal with it this way. In fact, nowhere has. Instead they do what we have done up to now. This is because it would lead to people who live near popular places, like Southsea and the seafront, finding their spaces occupied by people coming from other parts of the city, especially off-the-island, especially at weekends and in the holidays. Similarly, local people who work at or are visiting QA hospital would clog residential streets in Cosham, as they used to. However, we can do it better. See over the page.



3. Lots of zones all introduced simultaneously, so that the whole city is zoned?

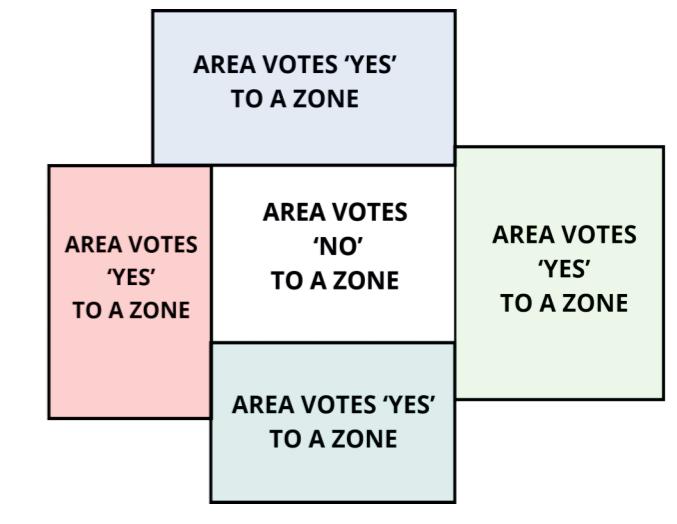
This may sound simple, however, this would require the resources to survey, conduct a Traffic Regulation Order (TRO) and implement Residents Parking Zones (RPZs) simultaneously across the whole city and employ all the additional wardens, process all the paperwork, post all the notices, deal with the many thousands of questions that would be received from local residents (it was over 800 for a small area of Southsea) and issue tens of thousands of permits all in one go. This is why a cross-party group of councillors described this as 'challenging' at best.

The Problem with 'citywide'

However, this would challenge the principle that residents get to choose whether they want a zone or not. This decision is often dependent on how they are or think they would be impacted on by other zones.

It is also the case that some areas may vote 'no' and others 'yes'. Would it be fair to force an area which voted 'no' to have a zone? At the time they are asked, they may not believe they need a zone. However, if all the surrounding areas vote 'yes', then they could find themselves surrounded and will experience the very displacement that those who oppose the area by area approach say they want to avoid.

The problem with an 'all in one go' approach



The other parties say that they want a once-and-for-all survey of the whole city and if **any one area voted 'NO'**, then **no one** would get a zone. This would mean that no further zones would ever be considered.

The Conservatives have additionally said that **they would remove 2 zones in Southsea**. Is that really fair? If there are to be no more new zones at any point, what about those who suffer displacement from the 34 zones that would still exist. Or is it really their intention to remove those too?

This approach could see people in areas with off-road parking voting 'NO' to a zone, those in terraced streets voting 'YES' and being denied a zone. This is not a fair way to approach a very difficult problem. It's our job to come up with a parking policy which will mean everyone has a say, as quickly as we possibly can and **if an area wants a zone they get one. If they don't, we won't force it on them**. It also allows residents to change their mind in future. - See over for further details.