
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 23 OCTOBER 2014 AT 5.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, CCDS Tel: 9283 4057

Email: email: joanne.wildsmith@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Ken Ellcome (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Ken Ferrett, Labour

Councillor Stuart Potter, UK Independence Party

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Proposals for new on-street Pay & Display locations: Traffic Regulation Order No.53/2014 (Pages 1 - 8)**

The purpose of the attached report by the Head of Transport & Environment is to consider the responses to the public consultation on proposals for new Pay & Display locations. When objections are received to Traffic Regulation

Orders, it is a statutory requirement to consider them and for decisions to be made at a formal committee meeting.

(Appendix A sets out a summary of consultation responses.)

RECOMMENDED That the Order is approved as formally advertised (no changes).

4 TRO 36/2014 Old Portsmouth (Pages 9 - 22)

The report by the Head of Transport & Environment is to consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order, which is a statutory requirement whenever comments are received regarding advertised proposals.

Appendix A: Public notice detailing the proposals

Appendix B: Plan of proposals

Appendix C: Summary of the responses received to the proposals

RECOMMENDATION: To install 32 new on road parking spaces with 5 additional off street spaces with the exception of parking space A2 (see appendix B) outside 108 Penny Street as originally advertised in the original TRO.

5 TRO 40/2014 Lidiard Gardens/Lower Drayton Lanes - parking restriction proposals (Pages 23 - 28)

The report by the Head of Transport & Environment is to consider the responses to the public consultation on the proposals, which is a statutory requirement of the Traffic Regulation Order process.

RECOMMENDED:

(1) That the proposed double yellow lines on the south side of the bend in Lidiard Gardens is reduced by 10 metres, to retain 2 parking spaces;

(2) That the proposed extension to the double yellow lines at the junction of Manor Mews is installed as advertised, as per residents' original requests.

6 Kimbolton Road and Lichfield Road one way traffic scheme (Pages 29 - 36)

The report by the Head of Transport & Environment is to consider the implementation of a one way traffic scheme on Kimbolton and Lichfield road following requests by residents and local councillors and the result of the subsequent public consultation.

RECOMMENDED that:

(1) The Portfolio Holder for Traffic and Transportation approves the

expenditure and subsequent implementation of a one-way scheme on Kimbolton Road after a majority of residents voted in favour of doing so.

- (2) A Traffic Regulation Order (TRO) is made and advertised regarding the proposed implementation of a South to North one way traffic scheme.**
- (3) Lichfield Road is monitored with the view to implementing a one way scheme in the future should it be deemed necessary and/or supported by residents.**

7 Update to Southsea Town Centre Improvements : Osborne Road and Palmerston Road (Pages 37 - 42)

The report by the Head of Transport & Environment outlines the design changes to the junction of Palmerston Road. This report is an update to the previously approved Traffic & Transportation paper approved by the Portfolio Holder for Traffic and Transportation on the 24th July 2014 for the Southsea Town Centre Improvements Osborne /Palmerston Road.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- (1) approves the amendments to the design of Osborne Road / Palmerston Road to accommodate a right hand turn from Palmerston Road into Osborne Road;**
- (2) agrees that the necessary TRO is revised to incorporate the changes to Osborne Road and Palmerston Road as a result of the installation of a right hand turn.**

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Traffic and Transportation Committee

Date of meeting: 23rd October 2014

Subject: Proposals for new on-street Pay & Display locations:
Traffic Regulation Order No.53/2014

Report by: Head of Transport and Environment

Wards affected: Charles Dickens, Eastney & Craneswater, Fratton, St Jude,
St Thomas

Key decision: ~~Yes~~/No

Full Council decision: ~~Yes~~/No

1. Purpose of report

To consider the responses to the public consultation on proposals for new Pay & Display locations. When objections are received to Traffic Regulation Orders, it is a statutory requirement to consider them and for decisions to be made at a formal committee meeting.

See [Appendix A](#) for summary of consultation responses.

2. Recommendation

That the Order is approved as formally advertised (no changes).

3. Background

Pay & Display facilities are regularly reviewed in the city. Pay & Display ensures on-street spaces have a regular turnover of vehicles so that all visitors have an opportunity to find and enjoy the most sought after spaces in the city.

4. Reasons for recommendation

The proposed changes aim to ensure better use of the kerb space / parking provision and to ensure where possible that the strategies to support the council's park and ride and sustainable transport objectives are met. The proposal to extend the hours of operation within some Pay & Display areas from 22 hours to 24 hours aims to achieve consistency across the city and simplify tariffs for motorists.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

- 6.1** The council, as traffic authority for the City of Portsmouth, may by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places
- 6.2** In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- (a) the need for maintaining the free flow of traffic
 - (b) the need for maintaining reasonable access to premises and
 - (c) the extent to which off-street parking accommodation is available in the neighbourhood
- 6.3** Where it appears to the council expedient to do so having regard to any objections duly made in respect of the proposals made by the authority it may, if it thinks fit, make an interim order and postpone for further consideration the making of any further order

7. Finance Comments

- 7.1** It is anticipated that the changes recommended within this report will result in an increase in net operating parking income in future years of £84,400

	On street (£)
Income Dec 2014 - Mar 2015	(10,403)
Set Up Costs	7,195
On-Going Costs	3,735
2014/15 Net Operating Income	528
From 2015/16 Future Years Income	(95,606)
From 2015/16 Future Years Net Operating Income	(84,400)

- 7.2** The costs associated with implementing these changes are shown in the above table. Set up costs will be met by the existing on-street 2014/15 budget.
- 7.3** The resources required to enforce this TRO can be met by the existing parking function.

7.4 These proposed changes would help to address the current £420k shortfall in off-street parking income as compared to the budget. Any changes to these recommendations will reduce the services ability to meet its income target.

.....
Signed by:
Head of Transport & Environment Service

Appendices:

Appendix A - summary of public consultation responses (Page 4).
Appendix B - public notice detailing the proposals (Page 6)

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
4 emails	Transport Planning, 4 th floor, Civic Offices

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

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

Appendix A: Summary of public consultation responses

<p><u>Objection to Queen Street proposal</u></p> <p>Local residents are not allowed exemptions to the 3-hour limited waiting, as it would be detrimental to the businesses who rely on short-term parking for customers. What will Pay & Display do for local businesses?</p> <p>Residents have to fight for parking, being surrounded by students, Gunwharf Quays, delivery & service vehicles, and Admiralty Quarter residents (who take our spots rather than pay to use their car park).</p> <p>Pay & Display will push visitors into the side streets, hoping to get away with parking for longer than 1 hour, taking residents' spaces.</p> <p>The money raised from new Pay & Display will not offset the bad temperament of local residents. The Council has always favoured students before residents and it's about time we were given value for money on our Council Tax. Please allow residents to park on Queen Street.</p>	<p><u>Officer comments</u></p> <p>Queen Street is not part of the adjacent residents' parking zones, and has to accommodate a variety of local needs. Similar set-ups exist in other areas, such as Fratton and Cosham, whereby permit holders are not exempt from the Pay & Display. This is to ensure customers have access to local shops, businesses and amenities throughout the day. Allowing long-term parking by permit holders could have a negative impact on the local economy.</p> <p>Targeted enforcement of parking restrictions can encourage drivers to take them seriously and consider the variety of needs in the area.</p> <p>The 2-hour free parking period within the JA and JD Portsea zones was reduced to 1 hour at the request of residents, to regain priority over parking in the area.</p>
<p><u>Objection to Queen Street proposal: Ward Councillor (Charles Dickens)</u></p> <p>I agree with the resident's comments above. We are in a residents' parking zone here, and some permit costs apply to park outside residents' homes.</p> <p>Queen Street has 1-hour parking anyway, apart from the unrestricted section outside Sarah Robinson House.</p> <p>Why should residents pay for permits and then pay to use Pay & Display when unable to park near their homes? Residents will be forced to park as far away as The Hard, which is unacceptable.</p> <p>The proposal will cause a great deal of congestion in the side streets, meaning residents have nowhere to park.</p> <p>Support local residents as well as businesses.</p>	<p><u>Officer Comments</u></p> <p>See comments above.</p> <p>Queen Street does not fall within a parking zone; it has a variety of parking facilities to accommodate the variety of local needs.</p>



<p><u>Objection to Portland Road proposal:</u> <u>Parent of pupil at Portsmouth High School</u></p> <p>This proposal will have a significant impact on parents' ability to park at the beginning/end of the school day. Currently, parents can park briefly in Portland Road to take their children to and from school, staying only for a short period. They will not want to pay for such a brief stay and will look for alternative parking. There are very spaces, with the number of parents parking near the school to see their children safely across the road. Vehicles are already parked on double yellow lines as there are no parking spaces available. This proposal will lead to traffic safety issues and could cause an accident. Replacing the 1-hour limited waiting with parking fees would achieve very little.</p>	<p><u>Officer comments</u></p> <p>Portland Road is close to the amenities of Palmerston Road precinct and Osborne etc, and many visitors will welcome the opportunity to park for longer than 1 hour.</p> <p>Unfortunately, short-term parking by parents dropping off and/or collecting children causes traffic problems in the vicinity of almost all schools in Portsmouth. The road safety team works to encourage alternative forms of transport, and to educate schools and parents about considerate parking and the impact on others.</p> <p>The message is given that if parents have to bring the car then they should park a short distance away and walk, highlighting the benefits of parking up 2- 5 minutes away and walking the rest of the way.</p>
<p><u>Query on Nancy Road proposal:</u> <u>Business owner in Fratton Road</u></p> <p>It is unclear if Resident and Business permit holders would be exempt from the proposed Pay & Display in Nancy Road. Our van has a permit for GA Zone, and we put things in it as and when necessary - the alternative would be to unload on the double yellow lines in Nancy Road. The 77-metre area in Nancy Road should be "permit holder exempt".</p>	<p><u>Officer comments</u></p> <p>GA permit holders are exempt from Pay & Display facilities within the zone, and the parking bays in Nancy Road would therefore remain available to permit holders.</p> <p>It is possible to load / unload in Pay & Display areas as well as on double yellow lines.</p>

Appendix B: Public notice detailing the proposals

Dated: 8th September 2014

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PAY & DISPLAY AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.53) ORDER 2014

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under Sections 1 – 49 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO 53/2014** by the **29th September 2014** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

- As per PCC policy, Disabled Badge holders would be exempt from the Pay & Display charges, provided the Blue Badge is clearly displayed in the windscreen of the vehicle during the stay.
- Properties on Bellevue Terrace would be eligible to apply for Meter Exemption permits at the annual charge (currently £25.00).

A) PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Bellevue Terrace Southeast side, the 29m length south-west of its junction with Hambrook Street	7 days / 24 hours (Tariff as per part A3 of this notice)
2. Henderson Road West side, the 67m length opposite the Community Centre	7 days / 24 hours (Tariff as per part A3 of this notice)
3. South Parade North side, the 25m length east of Kirkstall Road	7 days / 8am - 6pm Up to 1 hour £1.60 Up to 2 hours £2.80 Up to 3 hours £3.90 Up to 4 hours £4.80 Up to 6 hours £6.50 Up to 8 hours £8.50 Over 8 hours £12.00

B) CHANGE FROM NO WAITING AT ANY TIME TO: PAY & DISPLAY

<u>Location</u>	<u>Operation & Tariff</u>
1. Lake Road South side, a 50m length between the junction of Spicer Street and Cornmill Street roundabout	As per part D1 of this notice



C) CHANGE FROM RESIDENTS' PARKING PLACES TO: PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Nancy Road East side, the 77m length adjacent to Nancy Road car park	7 days / 8am - 6pm Up to 1 hour £1.10 Up to 2 hours £2.00 Up to 3 hours £3.00 Up to 4 hours £4.00 Up to 6 hours £6.20 Up to 8 hours £8.20 Over 8 hours £10.00

D) CHANGE FROM LIMITED WAITING TO: PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Dugald Drummond Street East side, the existing 22m length north of its junction with Isambard Brunel Road	7 days / 24 hours Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00
2. Gunwharf Road a) East side, the existing 29m of echelon parking west of King Charles Street b) South side, the existing 8m length west of King Charles Street	7 days / 24 Hours Tariff as per part D1 of this notice
3. Portland Road West side, the existing 65m length south of its junction with Kent Road	As per part A3 of this notice
4. Queen Street a) South side, the existing 62m length outside Carter House (east of Hanover St) b) South side, the existing 80m length between St James's Street and Lion Terrace	As per part D1 of this notice As per part D1 of this notice

E) CHANGE FROM NO WAITING AT ANY TIME TO: COACHES ONLY PAY & DISPLAY

<u>Location</u>	<u>Operation & Tariff</u>
1. Clarence Esplanade Bus Areas a) Southeast side, a 20m length alongside the public conveniences b) Northeast side, an approximate 30m length opposite the bus stop shelters	7 days / 8am - 6pm £1 per hour up to £4, then £5 all day

F) CHANGE FROM 22-HOUR CHARGING TO 24-HOUR CHARGING IN EXISTING P&D

- | | |
|-----------------------------------|-----------------------|
| 1. Alec Rose Lane | 8. St Michael's Road |
| 2. Bishop Crispian Way | 9. St Paul's Road |
| 3. Charles Dickens Street | 10. St Vincent Street |
| 4. Exchange Road (east side only) | 11. Stanhope Road |
| 5. Hampshire Terrace | 12. Station Street |
| 6. Melbourne Place | 13. Waltham Street |
| 7. St George's Square | |

G) REASONS FOR ORDER

The reason for these changes is to make better use of kerb space / parking provision and to ensure where possible that the strategies to support the council's park and ride and sustainable transport objectives are met. The proposal to extend the hours of operation within some Pay & Display areas from 22 hours to 24 hours aims to achieve consistency across the city and simplify tariffs for motorists.

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of this Public Notice can be found on the City Council's website - visit www.portsmouth.gov.uk and search "traffic regulation orders 2014"

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

(End of Report)

Agenda Item 4



Portsmouth
CITY COUNCIL

Agenda item:

Decision maker: Cabinet Member for Traffic and Transportation

Subject: TRO 36/2014: Old Portsmouth parking proposals
23 October 2014

Report by: Head of Transport and Environment

Wards affected: Central Southsea

Key decision (over £250k): No

1. Purpose of the report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order, which is a statutory requirement whenever comments are received regarding advertised proposals.

Appendix A: Public notice detailing the proposals

Appendix B: Plan of proposals

Appendix C: Summary of the responses received to the proposals

2. Recommendations

- 2.1 Install 32 new on road parking spaces with 5 additional off street spaces with the exception of parking space A2 (see appendix B) outside 108 Penny Street as originally advertised in the original TRO.

3. Background

Following the proposed changes to The Town Quay (Camber) in terms of a new commercial development, changes to the buildings' use and the closure of Camber Quay Pay & Display parking (84 spaces), the on-street parking in the wider area has been reviewed. These proposals aim to facilitate changes to increase on-street parking provision within the south-western part of Old Portsmouth (in the vicinity of Broad Street and Grand Parade); potentially achieving an additional 32 spaces.

4. Reasons for the Recommendations.

- 4.1 The recommendations take into account the comments received in response to the proposed changes to parking in Old Portsmouth; these are summarised within Appendix C along with the highway engineer response.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

- 6.1** Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.2** A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 6.3** A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.

7. Finance comments

- 7.1** It is anticipated that the changes recommended within this report will result in an increase in net operating parking income in future years of £988.

	On Street
Forecast Net Operating Income Dec 2014 - Mar 2015 (from 4 P&D spaces)	(329)
Set Up Costs (for all 33 spaces)	13,851
2014/15 Net Operating (Income)/Loss	13,522
From 2015/16 Future Years Net Operating Income	(988)

- 7.2** The costs associated with implementing these changes are shown in the above table. Set up costs will be met by the existing On-Street parking cash limited 2014/15 budget.

7.3 The resources and on-going costs required to enforce these changes will be met by the parking function and no other additional revenue costs will be incurred as a result of their implementation.

.....
Signed by Head of Transport & Environment Service
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
10 emails, 2 letters	TES Transport Planning Team, 4 th floor, Civic Offices

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

.....
Signed by Portfolio Holder for Traffic & Transportation

(End of document)

Dated: 28th August 2014

THE PORTSMOUTH CITY COUNCIL (OLD PORTSMOUTH AREA) (PARKING PLACES AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.36) ORDER 2014

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4, 32, 35, 36, 45, 46, 47 and 49 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: RESIDENTS' PARKING PLACES (KA OLD PORTSMOUTH)

- 1. Broad Street**
 - (a) East side;
 - (i) extend the existing parking bay south of East Street junction, outside Nos. 52-54, northwards by 13m: 2 x parallel bays 1 x echelon bay
 - (ii) a 20m length opposite Nos. 21-27 (outside Quay House)
 - (iii) a 20m length to the east of Spice Island Inn (extend existing bay)
 - (iv) a 6m length outside no.40: 2 x echelon bays
 - (b) Northeast side, a 20m length outside Nos. 1-3 King James Terrace (north-west of White Hart Road junction)
- 2. Penny Street** Northwest side, a 5m extension outside No.108 to the existing parking bay

B) CHANGE FROM "NO WAITING AT ANY TIME" (double yellow lines) TO: PAY & DISPLAY 8AM - 6PM

- 1. Broad Street** Southwest side, extend the existing parallel parking bay north-westwards by 10 metres, opposite Nos. 6-8 King James Terrace
- 2. Grand Parade** Northeast side,
 - (a) Extend the existing bay outside No. 5 southwards by 5m
 - (b) Extend the existing bay alongside No. 60 High Street northwards by 5m

C) CHANGE FROM "NO WAITING AT ANY TIME" (double yellow lines) TO: WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 1 HOUR, 8AM - 6PM

- 1. Gunwharf Road** The southern cobbled section;
 - (a) East side, a 15-metre length north of the existing parking bays
 - (b) West side, a 25-metre length from opposite the existing parking bays northwards

D) CHANGE OF PARKING LAYOUT FROM PARALLEL TO ECHELON (45' angle to kerb)

- 1. Broad Street** Northeast side, the existing parking bay outside Nos. 42-50

REASONS FOR ORDER

Following the proposed changes to The Town Quay (Camber) in terms of a new commercial development, changes to the buildings' use and the closure of Camber Quay Pay & Display parking (84 spaces), the on-street parking in the wider area has been reviewed. The aim of the Order is to facilitate changes to increase on-street parking provision in Old Portsmouth.

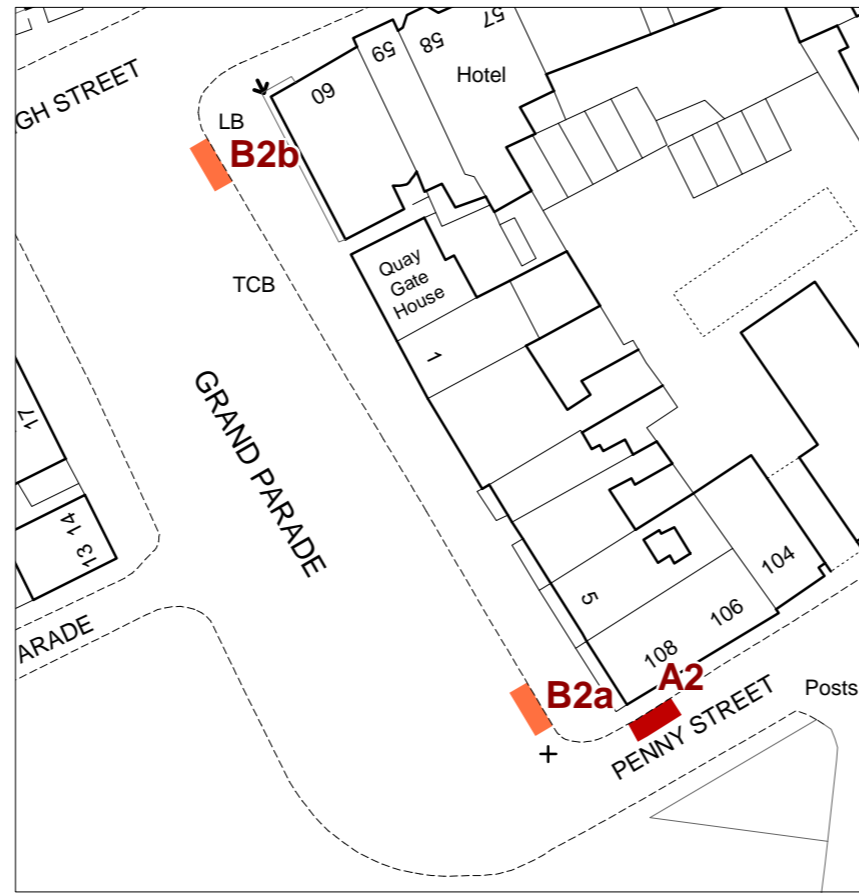
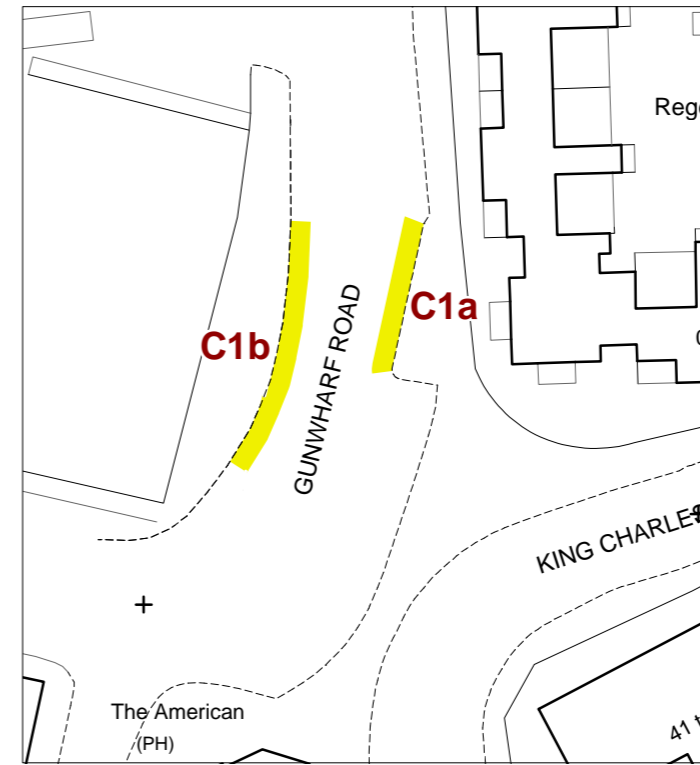
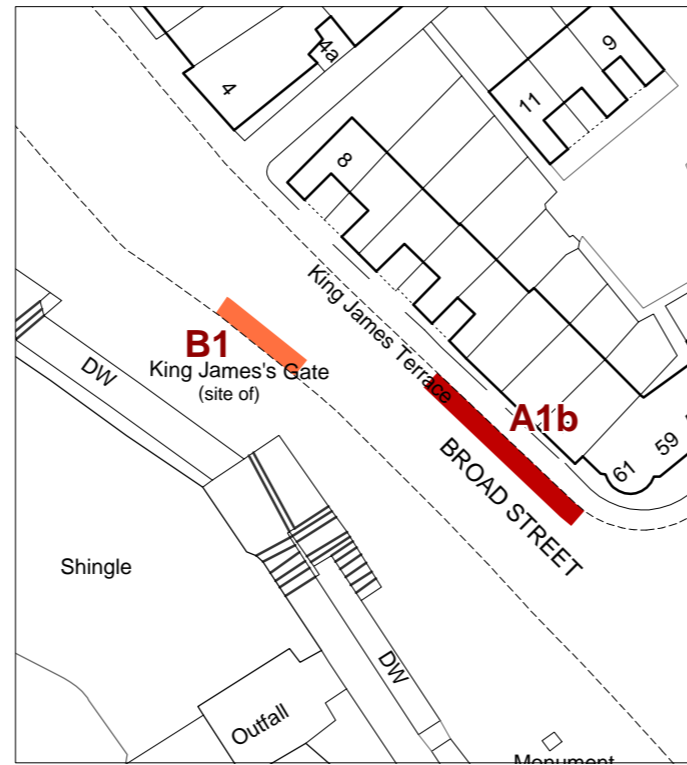
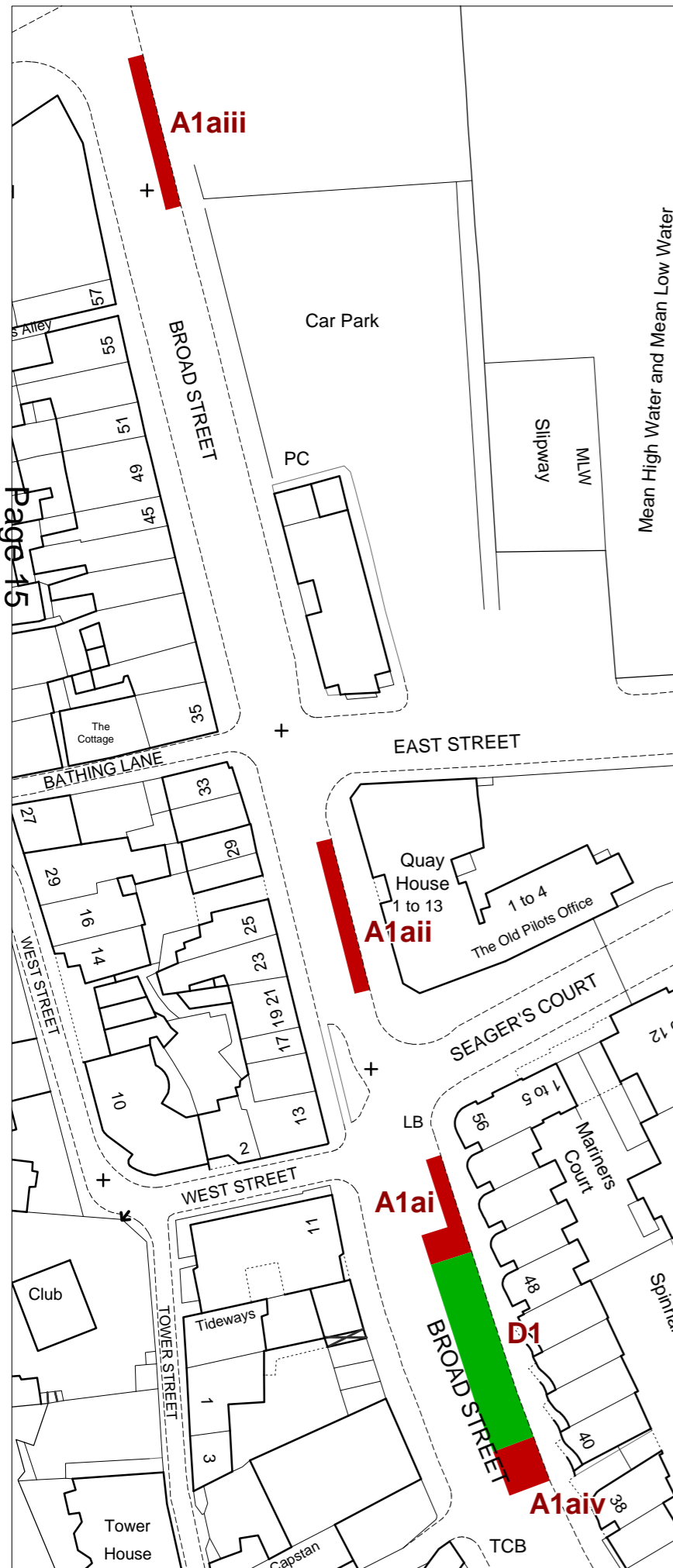
A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours. A copy of this public notice can be found on the City Council's website - visit www.portsmouth.gov.uk and search 'traffic regulation orders 2014'

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO 36/2014** by the **18th September 2014** stating the grounds of objection / support.





Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

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KEY:

	CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: RESIDENTS' PARKING PLACES (KA OLD PORTSMOUTH)
	CHANGE FROM "NO WAITING AT ANY TIME" (double yellow lines) TO: PAY & DISPLAY 8AM - 6PM
	CHANGE FROM "NO WAITING AT ANY TIME" (double yellow lines) TO: WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 1 HOUR, 8AM - 6PM
	CHANGE OF PARKING LAYOUT FROM PARALLEL TO ECHELON (45' angle to kerb)

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Appendix C: Summary of responses to Old Portsmouth proposals (TRO 36/2014)

1. Penny Street - proposed change from double yellow lines to a parking space

a) Objection from a resident of Penny Street:

Penny Street is open to 2-way traffic but only 1 vehicle can travel along the road at any one time because of the existing parking on both sides. At present, when vehicles turn into Penny Street, this is the spot they pull into to allow an oncoming vehicle to pass. By removing the double yellow lines there is nowhere for them to go - this is where lorries and rubbish collection vehicles frequently wait. If you go ahead with this plan there will be increased potential for an accident.

REMOVE SPACE - agreed

b) Objection from a resident of Penny Street:

This proposal is downright dangerous. It is well known that parking adjacent to a sharp bend is dangerous, hence the double yellow lines. Penny Street is effectively a single track road due to parking on both sides. This results in frequent near misses at exactly the point where you propose to allow another parking space.

REMOVE SPACE - agreed

2. Grand Parade - proposed change from double yellow lines to parking spaces

a) Objection from a Ward Councillor (St Thomas Ward):

Several residents indicate this is a particularly dangerous and blind corner just by the post box where the post van already pulls up so will increase the chances of an accident unacceptably, and I agree.

If the post van is already using this space then the idea of this corner being dangerous and blind is subjective. This corner has a tight radius and the addition of cobbles act as a traffic calming feature reducing the speed of vehicles.

b) Objection from a resident of Grand Parade:

This proposal is at the narrowest part of Grand Parade and adjacent to the narrowest part of the High Street (there is barely enough space for cars to pass at the pinch point). There is only 1 car width between the central parking bays and the kerbside parking; no passing space. The effect of this is when a vehicle is waiting to exit Grand Parade, the vehicle entering is at present able to pull in to let that vehicle exit. Closing off that option to pull in has the potential to exasperate traffic congestion at an already dangerous junction.

Speed limit of 20mph and cars drive significantly slower than this on cobbles. Also see comment for 2a) so this would be of benefit as an addition to the traffic calming on this junction.

The proposed parking space is adjacent to the Royal Mail collection box and is where the collection van pulls in to empty it. If the space is not available the van would have to wait in the High Street or Grand Parade - either way, it has the potential to create a dangerous situation.

Plenty of parking spaces the royal mail van is able to use and they are able to utilise the double yellows around the corner on the High Street as there is no loading ban.

3. Gunwharf Road - proposed change from double yellow lines (cobbled section) to a parking space

a) Objection from a business in Gunwharf Road:

We have serious cause for concern regarding safety in this road. Our objection is supported by over 50 persons (fishermen, customers and residents). Do not change the current parking situation for the sake of very few additional parking spaces in Gunwharf Road. It will seriously restrict large vehicle access in and out of this area. We have lorries coming in from all over the continent, requiring to unload, and making the narrowest part of the road even narrower can only be asking for an accident.

Vehicle tracking for large articulated lorries has been carried out and presented to the business objecting, who have been shown that an articulated can turn area in this area. It has been shown that the existing vehicle movement will not be affected by vehicles parking within the proposed spaces. The addition of on street parking will assist in reducing traffic speeds through the area by giving the appearance of a narrow street. However as the proposal are developed further consideration may be given to narrowing the traffic island outside the IOW ferry entrance and PCC parking have been made aware of the issues of illegal parking.

Vehicle Tracking shown below



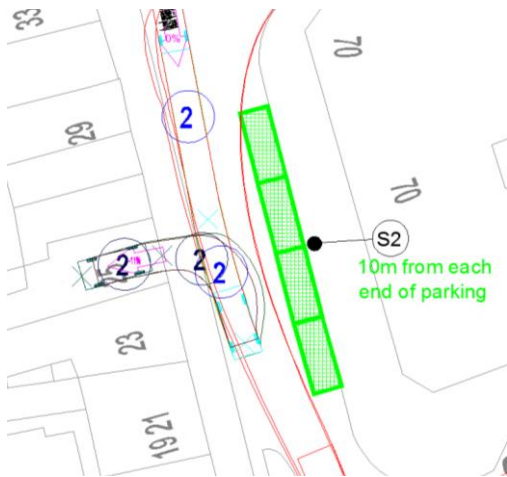
4. Broad Street - proposed change from double yellow lines to parking places (outside Quay House)

a) Objection from a resident of Broad Street:

The houses opposite have garages, whereby vehicles are positioned in the proposed parking spaces to turn and access them. It is also necessary to use this area when leaving the garages; parked vehicles will prevent us backing out onto Broad Street. The proposed changes will deny me access and therefore my legal rights - both the house and garage are more than 20 years old and therefore I have prescriptive rights to garage access.

The proposed parking spaces as run through vehicle tracking software will not prevent residents entering and exiting garages (see below)

Vehicle tracking shown below



b) Objection from a resident of Broad Street:

This will prevent access to our narrow driveway, which gives access to the rear of our property, resulting in our cars being parked on-street. The garages here are actively used for vehicles, and a solution would be to narrow the pavement outside Quay House to enable adequate parking space for this proposal.

As 4a)

In other respects we believe the proposed changes are positive and will benefit the area, and we thank you for your work on this.

c) Objection/comments from the Spice Island Association Committee:

We support this TRO and welcome the introduction of residents' only parking. However, residents' parking space needs to be increased as there is barely enough parking for residents at present and a huge increase in visitors is anticipated when the ARTches and the BAR centre are commissioned. We have the following suggestions about residents' parking:

- Unless the pavement width is reduced, the space outside Quay House cannot be used as parking as it prevents cars turning into the garages of 23, 27 and 31 Broad Street and to access the rear of 16 West Street. Tests show that even the smallest of cars would have to make several awkward manoeuvres that would block the road. This street is used for 2-way traffic when the flood barriers are closed.

As 4a)

- Consideration should be given to increasing the amount of residents' only parking by converting all 2-hour free parking both in Broad Street north of Felthams Way and Bath Square. This would also resolve a long-standing problem with fishermen who park overnight in Bath Square and leave rubbish behind on the seaside benches.

These changes will benefit the Council as it currently makes no income from 2-hour free parking but converting it to residents only would encourage non-residents to use the pay and display facilities.

Purpose of the extra spaces in Old Portsmouth is looking to increase visitor parking in addition to increasing residential parking.

5. Broad Street, High Street, Grand Parade

a) Comments from resident of Oyster Street:

Now that I have confirmed that any new Residents' Parking Places would become part of the KA Old Portsmouth scheme (which includes a 2-hour free parking period) this is fair. If "residents only" parking bays were introduced in Broad St, High St and Grand Parade it will shuffle the parking issue around the neighbourhood affecting people in the remainder of the High St, Oyster St, St Thomas St and Penny St. Most residents in Broad Street already have garages or dedicated private spaces.

6. General

a) Comments from the Old Portsmouth and Gunwharf Quays Neighbourhood Forum (OPGQNF):

General

1. The committee welcomes the proposed extension of parking spaces in order to accommodate the parking spaces lost with the development of Ben Ainslie Racing (BAR) and the relocation of Ken Brown Boats (KBB).

2. The committee also is mindful that the developments will bring extra traffic and visitors to Old Portsmouth and especially to Spice Island for the BAR, the ARTches project and other attractions. . This extra traffic of construction vehicles, business customers and tourists (by motor vehicle, on foot and by bicycle) will need to be managed sensibly and sensitively to balance all interests.

3. Residents have concerns about the expected increases in volume, congestion, noise and pollution that more motor traffic will bring and expect that PCC will coordinate the plans for extra parking with measures to improve road safety, especially curbing speeding and improving road safety for residents and pedestrians.

Echelon Parking

4. New Echelon Parking. It is understood that the plan for the new echelon parking (EP) on the east side of Broad Street will be Reverse In-Drive Out (RIDO) and so comply with DfT guidance and PCC policy.

5. Existing Echelon Parking. The existing EP on the west side of Broad Street does not comply with the latest DfT guidance. OPGQNF ask that consideration be given to changing the alignment from Drive In-Reverse Out (DIRO) to RIDO and so make it safer for all road users. It appears that this should not require any changes to kerbs and so will entail only burning off old markings and painting new ones.

It would be desirable for this parking to be reverse in drive out. This has been considered and we are looking to carry this out as part of a future scheme.

Parallel Parking

6. It is noted that in several locations the extra parking spaces will move parking closer to junctions and so constrict sight lines and reduce visibility for all road users of other traffic. This increases the need to ensure that traffic speeds are curtailed and ample provision is made for pedestrians to cross the road.

An independent road safety audit is being carried out for the changes to parking in this area. Speeds are low in this area which reduces requirements /regulations /recommendations for visibility splays.

Safe Pedestrian Crossing Points

7. The committee is anxious that Old Portsmouth and Spice Island retain the attractive character of the area and remain appealing locations for people to visit without using motor transport. It is essential that pedestrians are able to cross the roads safely and conveniently without having to make lengthy detours, complying with the Department for Transport Hierarchy of Need that gives pedestrians a higher priority than motor vehicle users. The high traffic volumes (expected to increase) and well-documented problem of speeding (in October 2013 over a third of drivers in High Street would have been liable for legal penalties - PCC data) necessitate a thorough review of pedestrian crossing points in Old Portsmouth and Spice Island. Two locations in Broad Street proposed include:

- a. Traffic island on the bend diagonally facing the Square Tower.
- b. Zebra crossing at the northern end of Broad Street near Seager's Court. There may be a need to coordinate this with the separate plans to provide extra parking at the northern end of Broad Street.

Not part of this TRO however point this has been investigated previously and will be considered in the future as part of shipwrights way cycle route.

8. The committee realises that all these proposals for extra safe crossing points need to be assessed in accordance with **DfT guidance LTN 1/95 The assessment of pedestrian crossings**, nevertheless we would welcome an early commitment by PCC to balance consideration for all road users.

Not part of this TRO however point this has been investigated previously and will be considered in the future as part of shipwrights way cycle route.

9. It follows that the plans to create extra parking spaces will need to be coordinated with the assessment of extra safe crossing points in Broad Street be undertaken ASAP in order to coordinate these with the existing plans for parking.

Not part of this TRO however point this has been investigated previously and will be considered in the future as part of shipwrights way cycle route.

b) Objection / comments from Portsmouth Cycle Forum:

The reasons for objection are as follows:

Sections A, B and C

Additional parking bays in Old Portsmouth, various streets.

PCC Parking Standards document 2013 para 3.28 states that: "Vehicles should not dominate parking areas, particularly in residential development. Parking areas should not merely be 'car parks', but places that have parking in them. The city council will expect attractive landscaping in parking areas."

Section D

Currently the echelon bays on Broad Street are arranged for vehicles to reverse out of the parking bays. This is a danger, especially for vulnerable road users (VRUs), such as cyclists, who are difficult to see.

PCC Parking Standards document 2013 Figure 6 states that where echelon parking is used, "bays should be arranged to encourage reverse parking". In addition, DfT Manual for Streets 8.3.49 recommends "Echelon bays should be arranged so that drivers are encouraged to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles."

As point 5) the additional echelon bays are to be positioned in a way to encourage drivers to reverse in and drive out.

PCF Comment

Portsmouth Cycle Forum would recommend that PCC follows its own guidance on Parking Standards. New echelon parking bays should be marked to encourage motorists to reverse into the space; giving them better visibility of VRUs on exit. In addition, we ask PCC to look into remarking the existing echelon parking to conform to its Guidance.

In addition, if there are to be additional parking bays, these should be landscaped to enhance the area. This is a conservation area so it should be anticipated that parking would blend in to the surrounding environment.

While PCF is generally opposed to additional on-street parking, we recognise there are pressures on the city council to provide more. Should the above mitigating measures be provided for, PCF would be prepared to withdraw its objection.

It is recognised that Old Portsmouth is in a conservation area, hence any new yellow lining will be 'primrose yellow' to mitigate this. Whilst there are examples of echelon bays outside this TRO which have historically been positioned to be a 'reverse out' option, all echelon parking proposed in this TRO 36/2014 are in a 'reverse in' option, thus mitigating any objection to this specific TRO. This issue over reverse out echelon parking is a city wide issue and any lining amendments to areas of 'reverse out' echelon parking needs to be considered on a site by site basis.

Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting:	Traffic and Transportation
Date of meeting:	23 rd October 2014
Subject:	Lidiard Gardens / Lower Drayton Lane (parking restriction proposals)
Report by:	Head of Transport and Environment
Wards affected:	Eastney and Craneswater, Drayton and Farlington
Key decision:	No
Full Council decision:	No

1. Purpose of report

To consider the responses to the public consultation on the proposals, which is a statutory requirement of the Traffic Regulation Order process.

2. Recommendations

- 2.1 That the proposed double yellow lines on the south side of the bend in Lidiard Gardens is reduced by 10 metres, to retain 2 parking spaces;
- 2.2 That the proposed extension to the double yellow lines at the junction of Manor Mews is installed as advertised, as per residents' original requests.

3. Background

- 3.1 Lidiard Gardens: Ward Councillors, acting on behalf of residents, requested that double yellow lines be considered on the bends at the eastern and western ends of the road. Concerns were raised over the reduced visibility of oncoming traffic on the bends, caused by parked vehicles, and affecting road safety for motorists and pedestrians.
- 3.2 Lower Drayton Lane: Residents raised concerns over visibility of oncoming traffic when exiting Manor Mews onto Lower Drayton Lane, requesting an extension of the double yellow lines to reduce the potential for accidents.

4. Reasons for recommendations

- 4.1** Lidiard Gardens: The recommendation is made after taking into account the responses from residents to the original proposals. Consideration is given to the on-street parking requirements highlighted, in terms of access to property associated with Henderson Road.

See Appendix for summary of consultation comments.

- 4.2** Lower Drayton Lane: The recommendation is made after taking into account the need to balance residents' concerns over road safety with the on-street parking needs of customers and employees of nearby Havant Road.

See Appendix for summary of consultation comments.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. City Solicitor's Comments

- 6.1** Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

- 6.2** A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

- 6.3** A proposed TRO must be advertised, the appropriate bodies notified and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.

7. Finance Comments

7.1 The advertising and changes to parking restrictions contained within this order were to be funded from the existing on street parking revenue budget.

The cost includes advertising proposals in The News, On-street line marking and On-street line removal.

Total £419

7.2 There will be no additional on-going enforcement costs as result of the changes in this Traffic Regulation Order

.....
Signed by:
Head of Transport & Environment Service

Appendices:

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
Public Notice of proposals	PCC website: search "traffic regulation orders 2014" and select No.40
Public responses	Transport Planning, 4 th floor, Civic Offices

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

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

APPENDIX: Responses to public consultation (summary)

A. Lidiard Gardens

Support

1. We totally support the proposed double yellow lines in Lidiard Gardens. The current situation is dangerous but implementing these proposals will make the road a much safer place to drive in.
2. An interesting proposal; I always thought the blind corner was a danger and take it very carefully.
3. Double yellow lines are necessary on the flint wall side of the road, where the parking currently causes the bend to be so dangerous. The problem will reappear on the other side of the road, so it is necessary for double yellow lines on that side too. When cars park on both sides it causes a very tight and dangerous slalom to negotiate.
4. I agree with the double yellow lines. Please also consider double yellow lines at the access to Nos. 34-39 to improve safety.
5. Every night 1 or 2 cars park on this bend and sometimes all day as well. This represents a danger to residents and could affect emergency vehicle access.
6. Letter of support, signed by 19 residents - strong support for the extension to the double yellow lines as described. There is a real need to restrict parking at these points, to prevent current inconsiderate parking, which impedes road safety and leaves little room to access the estate. We would also welcome additional double yellow lines between the parking area after No. 49 and the walkway at the side of No.56 for the same reasons.

Objections

1. Don't extend the double yellow lines on the houses side; just put them on the wall side of the bend. I've never seen any problems caused by that.
2. I object to the overuse of double yellow lines. There have not been any incidents in this road in 17 years caused by over-parking. Motorists should be exercising caution when driving in residential roads in a heavily populated city. Double yellow lines just push parking further along the road, decreasing parking opportunities overall. Yellow lines at the eastern end is not necessary, but on one side it may regulate the area for parking, as it is of sufficient width.
3. The access to the rear of our property is in Lidiard Gardens, and we often park there to gain access. Double yellow lines could deny that and disadvantage us. Parking in this area is responsible and there is enough off-road parking available. Double yellow lines on both sides of the road is excessive, ideally it should be left as it is, but on one side if necessary. This proposal is an example of poor traffic management.

B. Lower Drayton Lane

Support

1. The double yellow lines should be extended both north and south on Lower Drayton Lane to provide sight lines when exiting Manor Mews. Currently, when vans are parked close to the corner, one cannot see whether or not there is any traffic on Lower Drayton Lane until one's vehicle is in the trafficked route.
2. We like you to extend the double yellow lines by approximately 9ft either side of Lower Drayton Lane at the entrance to Manor Mews. The reason for this is that the line of sight for vehicles exiting Manor Mews is very limited.

Objection

1. The residents of Manor News should be more careful. Losing a parking space does not consider Lower Drayton Lane residents' needs. We are already inundated by cars associated with the businesses on Havant Road, all day and sometimes longer.

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Agenda Item 6



Portsmouth
CITY COUNCIL

Decision maker: Cabinet Member for Transportation and Environment
October 2014

Subject: Kimbolton and Lichfield Road One-way Traffic Scheme

Report by: Head of Transportation & Environment

Wards affected: Baffins

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1. To consider the implementation of a one-way traffic scheme on Kimbolton and Lichfield Road following requests by residents and local councillors and the result of the subsequent public consultation.

2. Recommendations

- 2.1. **The Portfolio Holder for Traffic and Transportation approves the expenditure and subsequent implementation of a one-way scheme on Kimbolton Road after a majority of residents voted in favour of doing so.**
- 2.2. **That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed implementation of a South to North one way traffic scheme.**
- 2.3. **Lichfield Road is monitored with the view to implementing a one way scheme in the future should it be deemed necessary and/or supported by residents.**

3. Background

- 3.1. Kimbolton Road is a residential road in the Baffins area of Portsmouth. It is reported to be the longest uninterrupted residential road in Portsmouth with in excess of 120 properties arranged along both sides of carriageway. The arrangement of parking narrows the useable carriageway to one vehicle width when the parking provision is at capacity.
- 3.2. Residents of Kimbolton Road and neighbouring Lichfield Road have expressed concerns that due to width of the road, passing oncoming vehicles can at times be difficult when the majority of parking spaces are occupied. On occasions, residents have reported being verbally abused by opposing drivers who have refused to co-operate in manoeuvring vehicles when reaching a pinch-point. This, on occasions, has developed into a protracted standoff between the

opposing motorists. In an effort to eliminate these occurrences, local councillors requested a one-way traffic scheme be investigated.

- 3.3. Residents of Kimbolton and Lichfield road were consulted on changing traffic flow from running two-way to one-way in July/August of this year.
- 3.4. Consultation letters were sent out on July 10th 2014 with a response deadline of 8th August; this gave a 4 week public consultation period. A strong response was received with 68% of delivered voting forms being returned.

Residents were given the following three voting options:

Option 1 - Do nothing.

Option 2 - One-way southbound on Kimbolton Road and one-way northbound on Lichfield road.

Option 3 - One-way northbound on Kimbolton Road and way one-way southbound on Lichfield road.

(Option 3 was indicated on the letter to be the preference as it was considered less likely to encourage 'rat running').

As agreed with elected members, letters were only delivered to properties located on Kimbolton and Lichfield roads. Residents were asked to identify their *Road, Property Number* and *Option choice*. Residents were also given a section to provide additional comments. There were very few responses returned that failed to complete all the required sections of the form.

- 3.5. 234 consultation letters were sent out with 160 letters returned; this represents a 68% response rate. Of the 160 responses, Lichfield Road supplied 65 responses (41%) and Kimbolton Road supplied 94 responses (59%).
- 3.6. Overall the responses were as follows:
Option 1 - 16% (43votes)
Option 2 - 14% (23votes)
Option 3 - 69% (93votes)
Of the two roads surveyed, Kimbolton Road had a response rate of 75% and Lichfield road a response rate of 65%.
- 3.7. Kimbolton Road residents voted in favour of implementing a one way traffic scheme with Option 3 gaining a majority of 69% (65votes), Option 2 gained 14% (13votes) and Option 1 (for no change) gained 16% (15votes).
- 3.8. Residents of Lichfield Road had a split vote with 43% (28votes) choosing Option 3, 42% (27votes) choosing Option 1(no change) with the remaining 15% (10votes) choosing Option 2.
- 3.9. Following a meeting between officers and the local ward councillors, a decision was made to seek approval to progress a south to north one-way scheme on Kimbolton Road. This option was the popular choice amongst residents and is likely to be well supported. As there was no consensus amongst residents living in Lichfield Road, the decision was taken not to progress a scheme. This road would continue to be monitored and considered for a one-way scheme in the future should it be deemed appropriate.

4. Reasons for recommendations

- 4.1. To prevent conflict between opposing vehicles and prevent the possibility of road rage incidents occurring.
- 4.2. To improve the safety of all road users.
- 4.3. To discourage rat running at times of congestion on Milton road.
- 4.4. To enhance the general wellbeing of residents living in the road.

5. Equality impact assessment (EIA)

- 5.1. This report has undergone a preliminary Equality Impact Assessment.

6. Legal implications

- 6.1. It is the duty of a local authority to manage their 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."
- 6.2 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.
- 6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.4 The provisions that may be made by a TRO include any provision requiring vehicular traffic to proceed in a specified direction or prohibiting its so proceeding.
- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.

7. Head of finance's comments

- 7.1. The proposed Kimbolton Road One Way traffic scheme will cost in the region of £20,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Transport Plan.

.....
Head of Transport and Environment

Appendices:

APPENDIX A – Kimbolton Road one way scheme proposed layout plan

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

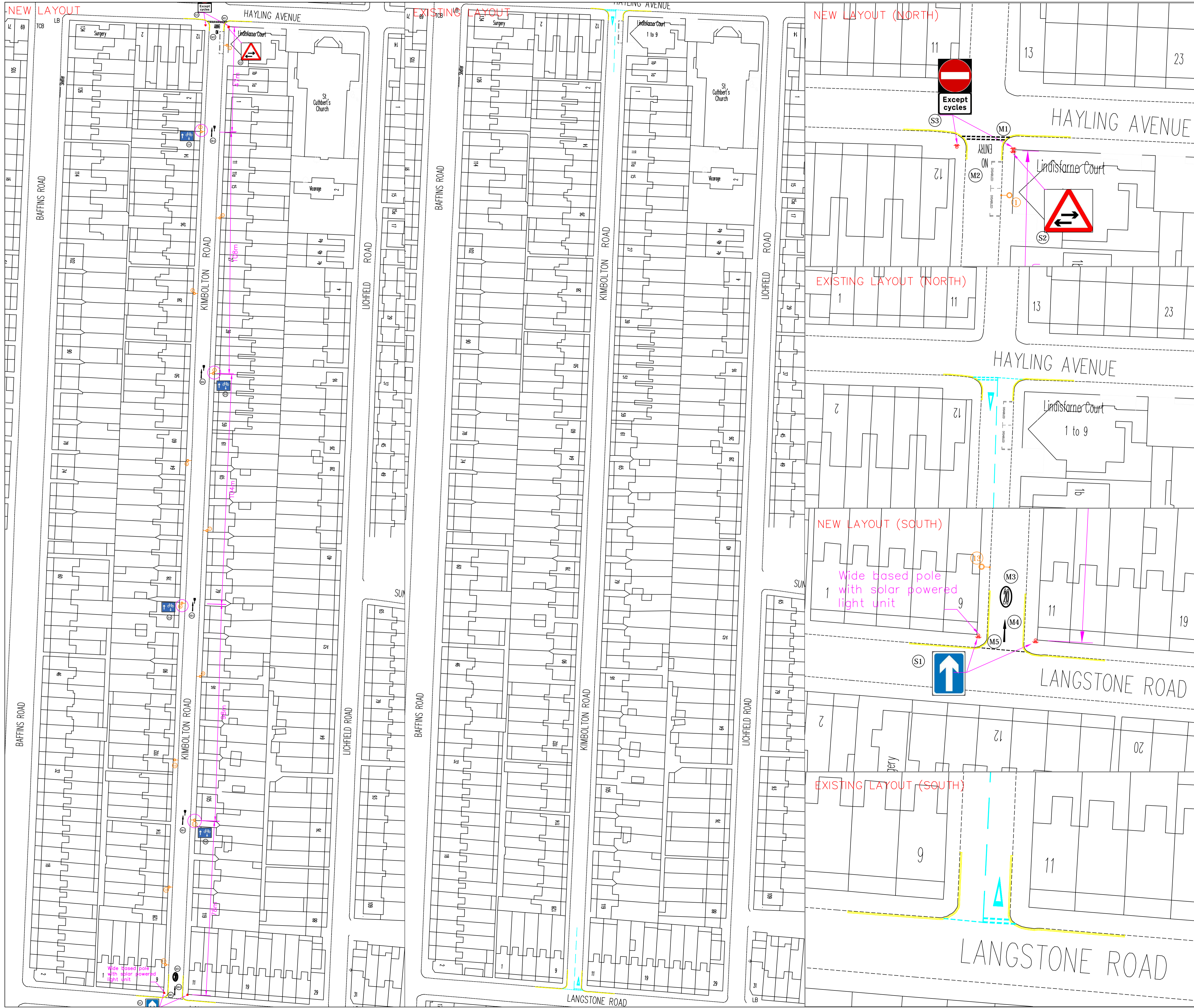
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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

.....
Cabinet Member for Transport and Environment

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NOTES

KEY

- Ⓢ1 Sign to diagram 652
- Ⓢ2 Sign to diagram 616 with supplementary plate to diagram 954.4
- Ⓢ3 Sign to diagram 522
- Ⓢ4 Sign to diagram 960.2
- Ⓜ1 Marking to diagram 1003
- Ⓜ2 Marking to diagram 1046
- Ⓜ3 Marking to diagram 1065 (4.3M)
- Ⓜ4 Marking to diagram 1038 (4M)
- Ⓜ5 Marking to diagram 1009
- Existing lamp column
- Ⓢ New solar lit sign post

New lines in BLACK
Existing lines to be removed in BLUE
Existing lines to be retained in GREY

B	652 SIGNS REPLACED WITH 960.2 SIGNS	13/10/14	SF	SB	SB
A	CONTRA-FLOW CYCLING SIGNS ADDED	10/10/14	SF	SB	SB
REV.	AMENDMENTS	DATE	DRAWN	CHKD	APPD

Portsmouth CITY COUNCIL

TRANSPORT AND ENVIRONMENT SERVICE

HEAD OF TRANSPORT AND ENVIRONMENT
SIMON MOON BTch MBA MIHT

Tel No: 023 9283 4955
Fax No: 023 9283 4866

SCHEME
Kimbolton Road One way traffic scheme

JOB No.
DRAWING TITLE
Signing and lining requirements

SCALE As shown	DRAWN SF	CHECKED SB	SHEET No.
DATE 07/10/2014	TRACED/CAD	APPROVED	

DRG No KIMB/ONEWAY/SF REV SUPP

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Agenda Item 7

Report to Traffic & Transportation
Update to Osborne Road and Palmerston Road



Portsmouth
CITY COUNCIL

1.

Decision Maker:	Portfolio Holder for Traffic & Transportation
Subject:	Update to Traffic and Transportation for the Southsea Town Centre Improvements Osborne / Palmerston Road
Report by:	Head of Transport and Environment
Date:	14 th October 2014
Wards affected	St Judes
Key decision (Over £250k):	No
Budget & policy framework Decision:	No

1. Purpose of addendum report

To report on the design changes to the junction of Palmerston Road. This report is an update to the previously approved T&T paper approved by the Portfolio Holder for Traffic and Transportation on the 24th July 2014 for the Southsea Town Centre Improvements Osborne /Palmerston Road

2. Recommendations

2.1 For the Portfolio Holder for Traffic & Transportation to approve the amendments to the design of Osborne Road / Palmerston Road to accommodate a right hand turn from Palmerston Road into Osborne Road

2.2 To agree that the necessary TRO is revised to incorporate the changes to Osborne Road and Palmerston Road as a result of the installation of a right hand turn.

3. Background to update report following the approved T&T report of the 24th July 2014

This report is an update to the T&T report that was submitted in July 2014. The T&T report in July 2014 stated that Palmerston Road would consist of a left turn only for vehicles travelling north to its junction with Osborne Road. The administration has considered the scheme further and has requested that Officers consider changes to the proposal which would have the effect of changing traffic movements at this junction. This update report is for the Portfolio Holder for Traffic and Transport to consider the Officer advice and recommendations on the proposals. The update is that vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road. The amended drawing HWI817-002-AQ - General Arrangement Rev F is attached to this update report.



4. Impact of Amended Design

The impact of the change of vehicle movements on Palmerston Road at its junction with Osborne Road means that the following changes to the design are required:

- The build-out to prevent the right hand turn out of Palmerston Road has been removed and the kerb line has been amended to accommodate the right hand turn.
- Due to the proximity of the proposed zebra crossing to Palmerston Road and that vehicles will be turning right, the zebra crossing has been moved to its existing location.
- To enhance the zebra crossing location, signage in advance in both directions will be installed warning vehicles of a crossing and also LED Belisha beacons will be installed.
- Retaining the existing location for the zebra crossing means that the number of zig-zags has been reduced on the east side from 8 to 4 to accommodate the bus stop on Clarendon Road.
- The knock on effect of retaining the existing crossing means that the bus stop on Clarendon Road is to be moved east by 5 metres and in turn the loading bay behind the bus stop has been shortened by 5 metres. The bus shelter remains for this bus stop in the proposed location.
- The existing bollards and gates at the bottom of Palmerston Road precinct adjacent to Osborne Road will now be retained and refurbished.

5. Risks

The risks highlighted by Officers that accompany the design changes are highlighted below:

- **Visibility for turning right from Palmerston road onto Osborne Road.**

Whilst there are no fixed obstruction that would visually impair drivers turning right from Palmerston Road onto Osborne Road, there would be instances when pedestrians are waiting to cross at the zebra crossing and could obscure the visibility to drivers. Palmerston Road junction has also be narrowed to allow only one vehicle at the give way lines at a time so that vehicles visibility wanting to turn left is not obscured by those turning right.

- **Location of the zebra crossing in relation to the bus stop on Clarendon Road.**

The crossing will be enhanced by the use of LED Belisha beacons and also additional signage will be installed warning drivers that they are approaching a crossing. There will be instances when there is a bus in the bus stop and a HGV in the loading bay behind.



- **Zebra crossing desire line.**

The location of the existing zebra crossing does not fit the desire line for pedestrians walking down Palmerston Road (north of Osborne Road) precinct and then requiring to walk down Palmerston Road (south of Osborne Road). Retaining the existing bollards and gates at the bottom end of the north precinct will however assist in guiding pedestrians to the crossing location.

- **Frequency of traffic on Palmerston Road.**

By implementing the right turn into Osborne Road as well as the left turn from Palmerston Road means that the frequency of traffic will likely increase in Palmerston Road. The main beneficiaries of the right turn are taxis as they can then take passengers that require to go in any direction from Palmerston Road.

Some of these risks can be designed out with the proposals shown in drawing HWI817-002-AQ - General Arrangement Rev F attached to this technical note, however with others, an education process will be required to highlight the potential impacts.

6. Reasons for recommendations

To improve traffic flows from Palmerston Road into Osborne Road in both an easterly and westerly direction. The traffic flows will be reviewed under the experimental order

7. Equality impact assessment (EIA)

The proposals have been discussed at meetings of the Portsmouth Disability Forum and will continue to be discussed as part of the experimental order process consultation. It is envisaged that the proposals will not alter the current street scene in such a way as to have a negative impact although in some cases people with a visual impairment may have difficulty navigating the design layout because of no kerb line and the addition of new street furniture. We have tried to mitigate this by ensuring that all street furniture and planters are road side of the corduroy paving. This will be monitored throughout the experimental period and design changes made if necessary. The EIA has been updated to reflect the design changes.

8. Legal implications

There are no further legal implications in addition to the details provided in the T&T report of July 24th 2014. The experimental Traffic Regulation Order will be required to be updated to reflect the introduction of the right hand turn from Palmerston Road into Osborne Road.

9. Finance implications



There are no additional financial implications as a result of the introduction of the right hand turn from Palmerston Road into Osborne Road. There will be a saving with design update as a result of the zebra crossing remaining in the existing location.

.....
Signed by Head of Transport & Environment Service

Appendix: Dwg no.HW817/002/AQ Rev F - Osborne Road General Arrangement

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

.....
Portfolio Holder for Traffic and Transportation

(End of Report)

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