
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 18 JUNE 2015 AT 4.00 PM

CONFERENCE ROOM A - CIVIC OFFICES (FLOOR 2)

Telephone enquiries to Jane Di Dino Democratic Services Tel: 9283 4060

Email: jane.didino@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 for absence
- 2 Declarations of Members' Interests
- 3 TRO 7/2015 - Various parking restrictions, 50mph speed limit and Havant Road cycle route (Pages 1 - 10)

The report by the Director of Transport, Environment and Business Support is to consider the response to the public consultation on the proposals under TRO 7/2015. When objections are received to proposed Traffic Regulation

Orders, it is a statutory requirement to consider them at a formal decision meeting.

RECOMMENDED that the Order is made as advertised, with the following exceptions:

- (i) **Havant Road: the advisory cycle route and accompanying double yellow lines begins east of East Cosham Road, preserving the on-street parking between St Matthew's Road and St Colman's Avenue (delete proposal E1a of the public notice);**
- (ii) **Ferry Road: that parking remains unrestricted on the north side opposite the laybys, and on the east side at the end of the driveways to even nos. 67-73. The amendment will continue to encourage lower traffic speeds whilst retaining the parking opportunity opposite the recessed laybys on if and when required (amends proposal C1(a)(iii) of the public notice).**

4 TRO 11/2015 BAR (Ben Ainslie Racing) Car Park (Pages 11 - 18)

The report by the Director of Transport, Environment & Business Support is to consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

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

5 Proposed amendment to the operation of the parking bays towards the northern end of Broad Street (TRO 15/2015: removal of 2 hour free parking period) (Information report) (Pages 19 - 20)

The information report by the Director of Transport, Environment and Business Support is to provide an update on the proposal to remove the 2-hour free parking period from the parking bays towards the northern end of Broad Street, Old Portsmouth. The proposal was put forward under TRO 15/2015.

6 TRO 1/2015 Various Parking Restrictions (Pages 21 - 26)

The report by the Director of Transport, Environment and Business Support is to consider the response to the public consultation on the proposals under TRO 1/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

RECOMMENDED that the Order is made as advertised, with the following exceptions:

- (i) **Martin Road (B4): the proposal to reduce the double yellow lines outside Nos. 54 & 56 is deleted;**

- (ii) **Moneyfield Avenue (B5): the proposal to reduce the double yellow lines eastwards from the junction with Martin Road from 10m to 6m is deleted;**
- (iii) **Paignton Avenue (A7a): the proposal to continue the double yellow lines from Moneyfield Avenue into Paignton Avenue by 2 metres is deleted.**

7 Public Realm Strategy - Supplementary Planning Document (Information item) (Pages 27 - 30)

The purpose of this report by the City Development Manager seeks the approval of the Cabinet Member for Planning, Regeneration and Economic Development to create a Public Realm Strategy - supplementary planning document (SPD). This comes to the Cabinet Member for Traffic and Transportation for information purposes.

8 Dates of Meetings for the Cabinet Member for Traffic & Transportation (for information)

The following dates are scheduled for the decision meetings of the Cabinet Member for Traffic & Transportation for this municipal year:

15th July, 24th September, 26th November and 17th December 2015
21st January, 18th February and 10th March 2016.

These public meetings are due to start at 4pm.

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: Cabinet Member for Traffic and Transportation

Date of meeting: 18 June 2015

Subject: Various parking restrictions, 50mph speed limit and Havant Road cycle route (TRO 7/2015)

Report by: Director of Transport, Environment and Business Support

Wards affected: Cosham, Drayton & Farlington, Eastney & Craneswater, Hilsea, Milton

Key decision: Yes/No

Full Council decision: Yes/No

1. Purpose of report

To consider the response to the public consultation on the proposals under TRO 7/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

See [Page 5](#) for a copy of the public notice detailing the proposals
See [Page 7](#) for a summary of the public consultation responses

2. Recommendations

2.1 That the Order is made as advertised, with the following exceptions:

- 2.1.1 Havant Road: the advisory cycle route and accompanying double yellow lines begins east of East Cosham Road, preserving the on-street parking between St Matthew's Road and St Colman's Avenue (delete proposal E1a of the public notice);**
- 2.1.2 Ferry Road: that parking remains unrestricted on the north side opposite the laybys, and on the east side at the end of the driveways to even nos. 67-73. The amendment will continue to encourage lower traffic speeds whilst retaining the parking opportunity opposite the recessed laybys on if and when required (amends proposal C1(a)(iii) of the public notice).**

3. Background

- 3.1** Western Road: The national speed limit (70mph) applies to this road, which includes roundabouts, lane changes and junctions relatively short distances apart. This can result in high speed traffic encountering stationary vehicles when events are held at the King George V playing fields, causing vehicles to break hard or swerve into an adjacent lane. The laybys available for parking are adjacent to the fast-moving traffic lanes which is potentially hazardous to pedestrians.
- 3.2** Havant Road, Cosham: An advisory cycle lane with double yellow lines has been approved for the eastern end of Havant Road (Drayton / Farlington) – phase 1 – this proposal relates to the western end in Cosham. In addition to providing a suitable facility for cyclists, the cycle lane aims to reduce congestion along Havant Road, enabling traffic to travel more freely.
- 3.3** Ferry Road: concerns from residents regarding the speed of traffic has led to the proposal to alternate the on-street parking between each side, focusing drivers' attention on manoeuvring along the road rather than allowing a straight run east to west and vice versa. Concerns have also been raised about buses being able to get through when vehicles park on both sides near Horse Sands Close, along with concerns regarding safety at the eastern junction with Fort Cumberland Road.
- 3.4** Methuen Road: the parking restrictions (school zig zags etc) are proposed to be revised to accommodate the school's new entrance.

4. Reasons for recommendations

- 4.1.1** The comments received in response to the formal consultation on the proposals (Page 6) have been taken into consideration and contribute to the recommendations.
- 4.1.2** Havant Road: The issues raised by the objections numbered 1, 2, 3, 6, 7, 8, 9 (of 9) - page 7 - are resolved by the recommendation to commence the cycle route east of East Cosham Road. This would leave the parking bay in place opposite Park Lane.
- 4.2** Ferry Road: The current practice of parking on only one side enables parking space for approximately 66 vehicles. The proposed 'chicane' arrangement, alternating parking between each side, will enable parking space for approximately 67 vehicles. It is anticipated that the revised parking layout will not affect the on-street parking capacity.

Further analysis of this proposal allows for adjustment on the north side adjacent to the water's edge to retain the parking opportunities if and when needed - a plan is shown on page 10.

5. Equality impact assessment (EIA)

There is no requirement to complete a full EIA as there are no issues arising from this report that relate to the Equalities Groups: Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, other socially excluded groups.

6. Legal Implications

6.1 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 its 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 regulations 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.

6.6 TROs are made under Section 1 of the Road Traffic Regulation Act 1984 (RTRA), and Section 3 (3) of the RTRA states that speed cannot be regulated under a TRO (S1). Speed Limit Orders are made under Section 84 of the RTRA, and therefore the proposals for Western Road and Portsbridge roundabout will be facilitated under a separate Speed Limit Order, for which the public consultation has been undertaken and decision will have been made.

7. Finance Comments

The proposed changes to Western Road (items A and B within TRO 7/2015) are estimated to cost £20,000 including the commuted sum related to ongoing maintenance. A contribution from the Lakeside Development under the S106 agreement will fund these physical works to the nearby road.

The addition of double yellow lines and an advisory cycle route on Havant Road is a scheme comprising of two parts, with one part being covered by a previously approved TRO 77/2014. The total scheme is estimated to cost £20,000 with the works mentioned within this report (items E and F of TRO 7/2015) relating to the western end of Havant Road in Cosham, estimated to cost £10,000. This will be funded from the Local Transport Plan scheme 'Active Travel Remedials' which is specifically for small-scale infrastructure improvements.

The removal and addition of zigzag line markings on Methuen Road (items G, H and I of TRO 7/2015) is estimated to cost £1,200. This will be funded from the Network Management cash limited budget for signs & line markings.

The speed reduction measures on Ferry Road (items C and D of TRO 7/2015) require a change to the line markings and are estimated to cost £400. These costs will be funded from the on-street parking revenue budget.

.....
 Signed by:
 Alan Cufley, Director of Transport, Environment & Business Support

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
11 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:
 Cllr Ken Ellcome, Cabinet Member for Traffic & Transportation

Copy of public notice detailing the proposal under TRO 7/2015:

Dated: 23 February 2015

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING AND STOPPING AND 50MPH SPEED LIMIT) (NO.7) ORDER 2015

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 and 82-85 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) URBAN CLEARWAY - NO STOPPING AT ANY TIME

1. Western Road Both sides and directions between the Southampton Road / Western Road signalised junction and the Portsbridge roundabout (except within laybys).

B) REDUCTION OF SPEED LIMIT FROM 70MPH TO 50 MPH

1. Western Road Both sides and directions between the Southampton Road / Western Road signalised junction and the Portsbridge roundabout.

2. Portsbridge Roundabout In its entirety

C) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1. Ferry Road

(a) Northwest side;

(i) 44m between the Day Centre car park and bus stop opposite Gibraltar Rd

(ii) 47m alongside the water's edge

(iii) 176m alongside the water's edge from opposite Finch Rd to the 90' bend

(b) Northeast side;

(i) a 9m extension across the Eastlake Heights entrance

(ii) a 17m extension in front of Nos.67-73

(iii) a 67m length from in front of No.123 south-eastwards to the junction

(c) Southwest side;

(i) a 5m extension north-westwards from Fort Cumberland Road

(ii) a 9m length in front of the car park entrance

(iii) a 76m length from opposite No.69 to opposite No.123

(d) Southeast side;

(i) a 5m extension south-westwards from the 90' bend by Nos.16-32

(ii) 8m lengths either side of the junction with Lumsden Road

(iii) a 64m length south-west from the junction of Finch Road

(iv) a 43m length between the existing double yellow lines north of Gibraltar Rd

(v) a 9m length south of Gibraltar Road

2. Lumsden Road Both sides, 5m lengths south from the junction with Ferry Road

D) REDUCTION OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1 Ferry Road Northeast side, a 3m length from the current restriction outside No.65

E) PROHIBITION OF WAITING AT ANY TIME (double yellow lines) and CYCLE LANE (advisory)

1. Havant Road, Cosham (a) North side between St Matthew's Road and St Colman's Avenue

(b) North side between East Cosham Road and Penrhyn Avenue

F) CHANGE FROM RESIDENTS' PARKING PLACES to DOUBLE YELLOW LINES + CYCLE LANE

1. Havant Road, Cosham North side, the 33m length west of St Colman's Avenue outside Nos. 55b, 55c and 55

G) SCHOOL KEEP CLEAR (yellow zig zags)

1. **Methuen Road** North side, a 26m length opposite the entrances to Blenheim Court and Pedam Close, No.151 and No.141

H) REMOVAL OF SCHOOL KEEP CLEAR (yellow zig zags)

1. **Methuen Road** North side, the 24m length opposite nos. 159-169

I) REMOVAL OF NO WAITING MON-FRI 8AM - 5PM (single yellow line)

1. **Methuen Road** North side, the 24m length opposite nos. 159-169

REASONS FOR ORDER

- To reduce the national speed limit in place and prevent stopping on this fast stretch of dual carriageway, which has roundabouts, lane changes and junctions relatively short distances apart. Events at the King George V playing fields sometimes result in traffic encountering stationary vehicles, having to break hard or swerve into an adjacent lane. Laybys are available, but are adjacent to fast-moving traffic lanes which can be hazardous to pedestrians (A, B);
- To introduce parking restrictions to manage on-street parking arrangements, improving road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improving access for the emergency services, public services, delivery vehicles and refuse collection vehicles (C, D, E, F);
- To amend parking restrictions to accommodate the new school entrance (G, H, I), making the most effective use of the public highway.

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 viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2015'

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

Summary of public consultation responses to TRO 7/2015

Objections to proposed cycle lane and double yellow lines on Havant Road (Parts E and F)

1. Resident, Havant Road

I strongly object to these proposals. Both being disabled, my young daughter and I access our house from the front, which minimises the effort to gain access and reduces the possibility of a fall. The garage at the rear has an up-and-over door and large steps that I cannot negotiate. We bought the house with the understanding that we have easy access to the front when parking due to mobility issues.

2. Resident, Havant Road

Regarding the proposal to remove the parking outside our property and place double yellow lines and a cycle lane, please advise -

- where do you propose I should park my own vehicle?
- where should my wife park her car?
- where should our visitors park?
- where should cars park to use the local shops that are important to the local community?
- what will be the benefit of the cycle lane?

The proposal will make life very difficult for many tax payers who can see no benefit in the proposals being implemented. Very few people use the cycle lanes that are already provided. The seafront cycle lanes

- reduced parking by half
- reduced council revenue
- cyclists still use the road, which now has reduced width and makes it impossible for cars to pass, blocking traffic flow on both sides. This is dangerous to all road users.
- cyclists still use the promenade, which is dangerous for everyone

I point this out because at a time of cuts can we afford to waste money on things that are poorly utilised? Instead money should be used to maintain road surfaces for the benefit of both cyclist and driver alike.

3. Resident, Havant Road

I do not feel this proposal is beneficial or practical. Where would residents park their cars? Not only is it inconvenient we also have a young baby and therefore impractical. There is also the question of where residents' visitors would park, and the local shops could lose custom due to lack of parking facilities. Have any of these things been considered? Will alternative parking arrangements be made for Havant Road residents? Local residents' needs have not been considered when deciding to remove the parking.

4. Resident, Mulberry Lane

Drivers will ignore the cycle lanes when the driving lane is equal to or more than 10 foot 6 inches. Large vehicles (HGVs and buses) will have to use the cycle lane to pass each way, defeating its object.

The removal of parking places between East Cosham Road and Penrhyn Avenue will further increase parking in other residential areas to the detriment of residents. The double yellow lines and cycle lane will lead to increased traffic speeds due to increased lane width and could very easily lead to cyclist fatalities.

The removal of parking spaces outside Nos. 55, 55b and 55c Havant Road will further increase parking in other residential roads to the detriment of residents.

Very few cyclists use Havant Road and for those that do the narrowness of the road and turning traffic reduces road speeds to the benefit of cyclists.



Objections continued

5. Resident, Havant Road

I use Havant Road as a cyclist and a car driver and don't believe this proposal will be of a great benefit. An article in *The News* stated that parking would be allowed near shopping areas, but there are shops on the south side of Havant Road where you propose to remove the parking. They are likely to lose passing trade. The cycle lane has support from residents for the wrong reasons - they have off-road parking and don't want anyone parking outside their houses for selfish reasons. Parking restrictions on Havant Road will again put pressure on the surrounding roads. Delivery vehicles to these houses would park on the cycle lane causing problems. The cycle lane would be more useful on roads where vehicles have no reasons to stop. There are probably more cyclists that could use the pavement than pedestrians that currently do - has a survey been done on that? I would like to see the funding for this used elsewhere to create more benefit.

6. Business, Havant Road

We object to the proposed double yellow lines and cycle lane opposite our working premises. Customers come in and we design building & planning projects for them. Some customers come in and leave their vehicles while we take them round to suppliers. Our business would suffer greatly as there would be no free parking nearby and some of our clients cannot walk far.

7. Business, Havant Road

I get lots of passing trade and if you put down double yellow lines and remove the parking I will lost custom.

8. Business, Havant Road

We rely on these parking spaces for our business. People will stop coming to our shop if they don't have anywhere to park.

9. Business, Havant Road

This proposal will greatly affect my business, restricting customers parking for visiting and especially collecting glass orders. Customers carrying large sheets of glass along the pavement to the nearest car park over 300 yards away would be a major health and safety issue.

Officer's comments in response to the above objections.

The comments from residents and businesses in the location have been considered and the recommendation therefore is to retain the parking bay on Havant Road between the junctions with St Matthew's Road and St Colman's Avenue; deleting proposal E1a of the public notice.

The issues raised by the objections numbered 1, 2, 3, 6, 7, 8, 9 above are resolved by the recommendation to commence the cycle route east of East Cosham Road, leaving the parking bay in place opposite Park Lane.

Support with a suggestion for further reduction in speed limit on Portsbridge roundabout (B2)

Resident

I agree with the reduction in speed but I think it should be to 30mph. 2 of the approach roads of the roundabout A3 north and south are 30mph before entering the roundabout, which would be a safer option on the roundabout itself. Few people travel faster than 30mph on the roundabout, maybe believing it already is 30mph. The speed limit sign with its red circle will be more noticeable, and people might think the speed limit has increased.

Driving onto the roundabout sometimes means crossing several lanes to reach the correct one, and as an oncoming vehicle travelling at 50mph would not be in view when entering the roundabout, an incident could occur. A vehicle braking hard or swerving when already leaning to its offside could result in loss of control and even turning over.

Officer's comments

There are several reasons Portsmouth City Council decided to use a 50mph speed limit on Portsbridge roundabout.

At roundabouts, demands placed on drivers are at their highest, with competing lanes and exits - therefore signage placed there can be missed due to the drivers prioritising potential hazards.

The key speeding issues we intend to address are along Western Road and into the northern end of London Road. Once traffic has left the Portsbridge Roundabout drivers will be presented with a clearly different residential environment from the motorway and dual carriageways they will have just travelled from. Many of these drivers will have a short term altered perception of speed from having travelled at much higher speeds. Considering these two factors, it is a most important and relevant site to clearly highlight to traffic the change down to 30mph.

There are several convenient alternative routes for cyclists to use to avoid the Portsbridge roundabout. Portsmouth City Council does not want to encourage increased use of the Portsbridge roundabout by cyclists and implementing a 30mph is likely to send the wrong message to these vulnerable road users.

Concern over proposed double yellow lines on Ferry Road (C1)

Director, Langstone Management Limited

I look after the interests of the residents of part of the Langstone Marina development and I anticipate a bit of a backlash if on-road parking is restricted any more.

Officer's comments

The plan on page 10 shows the current double yellow lines and those proposed under this Order (green). Concerns have been raised by residents regarding excessive traffic speeds on Ferry Road. To achieve lower traffic speeds the on-street parking is proposed to be re-arranged into a chicane effect, with improved visibility and access on the bends. Access for buses would be improved, along with road safety at the eastern junction of Ferry Road with Fort Cumberland Road.

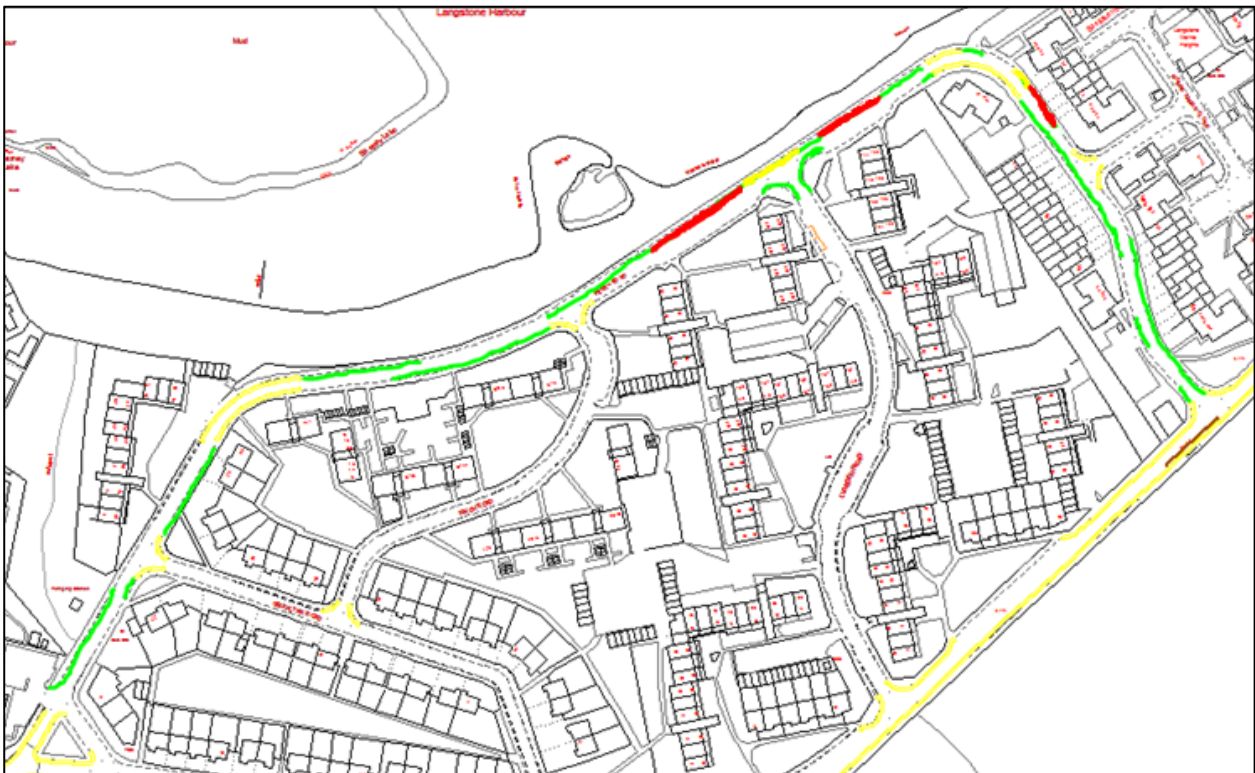
The current practice of parking on only one side enables parking space for approximately 66 vehicles. The proposed 'chicane' arrangement, alternating parking between each side, will enable parking space for approximately 67 vehicles. Therefore the on-street parking capacity is unlikely to be affected.

Ferry Road proposal and adjustment:

Reducing the proposed double yellow lines on the north side opposite the laybys (as per the recommendation) retains the opportunity to park there if and when required.

Residents of even Nos. 63-73 would also be able to park at the end of their driveways, or their visitors, but it would not be available for general parking.

Existing restrictions are shown in yellow; proposed restrictions are shown in green, recommended amendments to the proposal are shown in red.



(End of Report)

Agenda Item 4



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation
Date of meeting: 18 June 2015
Subject: B.A.R / Camber Car Park (TRO 11/2015)
Report by: Director of Transport, Environment & Business Support
Wards affected: St Thomas
Key decision: Yes/No
Full Council decision: Yes/No

1. Purpose of report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

See [Page 4](#) for a copy of the public notice detailing the proposal
See [Page 5](#) for the public consultation responses summary

2. Recommendation

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

3. Background

Following the lease of the Camber car park to Ben Ainslie Racing for its staff, it has been agreed that the car park can be made available for public use outside of working hours, to be managed by Portsmouth City Council. A Traffic Regulation Order is required to facilitate Pay & Display / permit holder parking and subsequent enforcement, which involves public consultation.

4. Reasons for recommendation

4.1 Whilst Portsmouth City Council (PCC) gives local concessions within the public car parks it operates (for Blue Badge holders, residents' parking permit holders, season tickets etc.) the new leaseholder has no obligation to make any public parking available, having leased the car park for its staff use. Therefore the

provision for public parking is welcomed in this area, which is to be operated by PCC to cater for a variety of needs (residents, visitors, tourists, businesses etc).

- 4.2 The times of operation have been discussed and agreed with representatives of Ben Ainslie Racing, and are to remain as per the advertised proposal:

BAR permit holders only: Monday to Friday 7am - 6pm
Public Pay & Display / BAR permit holders: All other times

Operation on Bank Holidays will be the same as Sunday operating.

Whilst a handful of spaces could be available for public use before 8am, it would not be possible to adequately identify segregated spaces without causing confusion, which could be seen as an attempt to entrap motorists.

BAR retains the right to alter the times (suspend public parking) at their discretion in accordance with their business needs.

- 4.3 The comments received in response to the formal consultation of the proposals (Page 5) have been taken into consideration along with the requirements of Ben Ainslie Racing.

- 4.4 Concerns regarding the loss of parking spaces are addressed as follows:

The original Camber Quay car park had 74 parking spaces. This is reduced to 65 spaces within the revised B.A.R car park, which are available for public use during the evenings, overnight and weekends. 10 parking spaces have been re-designated for business use in the adjacent Broad Street car park. However, an additional 30 on-street parking spaces have been created in Broad Street itself under a separate TRO (36/2014) to mitigate the loss of capacity. Further remarking of the parking bays in Grand Parade will enable an additional 30 spaces, and proposals are being considered for the High Street to facilitate 25 more spaces. The latter would be subject to statutory public consultation.

5. **Equality impact assessment (EIA)**

There is no requirement to complete a full EIA as there are no issues arising from this report that relate to the Equalities Groups: Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, other socially excluded groups.

6. **Legal Implications**

- 6.1 Under powers contained in the Road Traffic Regulation Act 1984 local authorities may provide off-street parking places and may by order make provisions as to the conditions on which it may be used and the sums to be charged to the public for their use, and may include the provision of Pay & Display facilities. The local authority may also provide that the parking places may be used by specified persons only and/or at specified times.

- 6.2 Local authorities have a duty to take account of the needs of all road users and consider the implications of decisions for the road network
- 6.3 A proposed order must be advertised and the public given a 3 week consultation period during which they may register their support or objections to the proposed order. If objections are received and not withdrawn the matter must go before the appropriate executive member for the decision whether or not to make the order, taking into account the comments received during the consultation period.

7. Finance Comments

- 7.1 Set up costs of £3,500 are estimated to be incurred in preparing the site for Pay & Display overnight parking. This will be funded from the Off Street Parking cash limited budget.
- 7.2 The amount of civil enforcement officers employed by the City Council will remain unaffected. The costs associated with any additional enforcement required will be met by the income received from Pay & Display parking and PCN income.
- 7.3 Any surplus income, in excess of the ongoing expenditure costs, will accrue to the Off Street Parking cash limited budget.

.....
Signed by:
Alan Cufley, Director of Transport, Environment & Business Support

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
11 emails / letters	Transport Planning, 4 th floor, Civic Offices

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

.....
Signed by:
Cllr Ken Ellcome, Cabinet Member for Traffic & Transportation

Copy of public notice detailing the proposal under TRO 11/2015:

Dated: 23 February 2015

THE PORTSMOUTH CITY COUNCIL (BEN AINSLIE RACING CAR PARK) (OFF-STREET PARKING PLACES) (NO.11) ORDER 2015

Notice is hereby given that the Portsmouth City Council is consulting the public on the above proposed Order under Sections 32, 33, 34, 35 and 36 of the Road Traffic Regulation Act 1984. The effect would be as follows:

A) PAY & DISPLAY AND PERMIT HOLDERS ONLY**Name of Parking Place**

Ben Ainslie Racing (BAR) Car Park

Days and Hours of Operation of Parking Place

24 Hours a Day, 7 Days a Week

Restrictions and Times of Operation

BAR permit holders only: Monday to Friday 7am - 6pm

Public Pay & Display / BAR permit holders: All other times

REASON FOR THE ORDER

To facilitate parking restrictions (permit holders and pay & display) within the former public car park on the Camber in Old Portsmouth, now leased to Sir Ben Ainslie's racing company. The restrictions would be enforced by the Council's Civil Enforcement Officers. BAR Permits would also be valid during the Pay & Display hours.

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'.

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, Civic Offices, Portsmouth PO1 2NE or via email to engineers@portsmouthcc.gov.uk quoting reference **TRO 11/2015** by **16 March 2015** 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 Environment & Transport Service
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Summary of public consultation responses to TRO 11/2015

Objections to the revised Pay & Display / permit holder restrictions in the car park on Camber Quay. Old Portsmouth

Residents, West Street

We object to the proposal on the grounds of further reduction to residents parking (regrettable as we are fully behind the BAR project and believe the new base is a positive addition to this area and the city) unless:

- KA permit holders continue to be able to use the car park free of charge during public hours
- That any future changes affecting the KA permit holder concession would be subject to public consultation via a separate TRO
- That the BAR exclusive hours of use will be between 08:00 to 18:00 weekdays, with no restrictions at weekends and Bank Holidays.

Resident, Battery Row

To ensure residents are not disadvantaged, KA permit holders should also be authorised to use the car park Monday to Friday 7am-6pm, as well as at all other times, as any overflow parking from BAR is likely to take up spaces currently allocated to residents / pay & display on the surrounding streets.

BAR might be concerned that their spaces could be taken up by locals but I would suggest that KA permit holders would only use the BAR car park in extremis when all the street parking was already taken up by visitors to BAR.

Resident, Broad Street

My personal view is that everything would work much better if there were no restrictions on parking anywhere. A free for all might sort itself out better than having spaces reserved for specific groups such as residents, BAR and KBB which automatically ensures there will be empty unused spaces.

Resident, Broad Street

I wish the Council to reconsider TRO 11/2015 and allow KA residents the right to use the car park as originally promised - i.e. that local residents can use the car park when BAR would not be using it (out of hours and weekends). That may at least give us a fighting chance of finding somewhere to park at weekends.

Whilst business and tourism is to be encouraged, residents should also be given consideration in light of the tremendous impact the recent upheaval and huge increase in traffic has on their daily lives.

Resident, Tower Street

I support the BAR project but feel the goalposts are continually shifting. After the initial briefings I was not aware that residents and visitors would lose so much parking. Between BAR and KBB they seem to have it all.

I strongly object to the times that have been snuck in: 7am is far too early for residents and their guests to vacate parking spaces. 8am Mon-Fri would have been acceptable however, with the addition of extending the KA zone boundary. Parking within the zone will only get worse with the Arches and BAR projects. Also, 5.30pm is a reasonable time to allow non-BAR cars back into vacant slots. BAR should only have exclusivity between 8am - 5.30pm.



Objections to the revised Pay & Display / permit holder restrictions in the car park on Camber Quay. Old Portsmouth

Resident, Broad Street

It is wholly unacceptable not to allow KA permit holders to use the 'BAR car park' without charge. Everyone recognised that the BAR development would put strain on parking for local residents, and implied that the residents would be able to use the car park albeit with restricted hours. No mention of any charge for parking in this area was ever stated. Who will benefit from Pay & Display revenue - BAR or PCC? (bearing in mind BAR are paying nothing for a 25-year lease of the area!)

I object to the BAR staff's parking hours of 6pm to 7am. 8am would be a more acceptable time and would be in line with parking regulations in Broad Street and High Street, Old Portsmouth.

Spice Island Association Committee, Old Portsmouth

The restriction of not allowing KA permit holders to use the car park without charge was never mentioned in previous meetings with BAR, PCC and Councillors. We therefore object as the proposal, instead of compensating for the loss of Camber parking spaces to BAR and KBB, will be a serious source of aggravation to the community. We request that the weekend parking is made free to KA permit holders (including KA Visitor scratch cards).

Old Portsmouth & Gunwharf Quays Neighbourhood Forum Committee

The weekday usage for BAR from 7am to 6pm is unacceptable as vehicles would have to be moved at the unreasonable hour of 7am. This would effectively deter residents and visitors from using the car park during the evenings in the week. Since the BAR car park was proposed it was repeatedly stated in meetings with BAR and PCC as being from 8am-6pm, as is confirmed by the article on the BAR car park in the recent *Flagship* magazine. It is therefore requested that this TRO complies with all other City car parks in which free car parking is available until 8am.

Outside of BAR staff hours, at "all other times" the car park will be available to public pay & display and BAR permit holders. There is no mention of KA permit holders being exempted, which has been confirmed by PCC. KA permit holders have been able to park free of charge in all Old Portsmouth car parks since the scheme started in 1999, and this TRO will aggravate the situation if KA permits cannot be used, instead of helping to resolve some of the issues caused by the loss of 90 or more public spaces in Camber car park.

- Will the car park be open to the public on Bank Holidays and will the parking in the weekday evenings be free, and if not, will it be free for KA permit/scratch card holders? *(PCC response: the car park will be open for public use on Bank Holidays. Pay & Display will operate outside of the 'BAR permit holders only' times).*
- How will BAR permits be controlled to prevent abuse? *(PCC response: the Council's Civil Enforcement Officers will patrol the car park)*
- Will the permits be issued by BAR? *(PCC response: PCC will supply permits to BAR. BAR will issue the permits and ensure their validity)*
- Will the permits be identified with the vehicles (as Resident permits are) or will they be an open permit which can be freely available, readily transferable and with no time limit on validity of use? *(PCC response: It is up to BAR how they manage their own permits. PCC has recommended they use a similar system to that used by PCC, but they are not obliged to do so).*



Objections to the revised Pay & Display / permit holder restrictions in the car park on Camber Quay. Old Portsmouth

Friends of Old Portsmouth Association - Traffic

Times:

The TRO intends the public exclusion commences at 0700 on weekdays. The Transport Assessment said this would be at 0800 and this time was confirmed in the recent edition of *Flagship*. Expecting the public to move their cars by 0700 all year round is unreasonable and the justification that BAR needs all spaces in the car park by 0700 has not been made.

Charges:

During publicity events run by BAR and PCC before planning consent was granted, residents were led to believe KA zone permit holders using the BAR Camber car park would be exempt from additional charges. It is requested that PCC includes this condition.

Team use:

FOOPA considers it reasonable for BAR to have exclusive use of the Camber car park for major events (such as the America's Cup weekend in July) but this needs to be under carefully defined limits established by PCC, so as to maintain the rights of residents.

It is requested that PCC caps the number of days BAR can exclude the public - otherwise there will be nothing to prevent BAR declaring they need the whole car park for team use from 1 January to 31 December inclusive! A maximum of 10 days in the calendar year would be considered reasonable.

Request 2 working days' notice to the public of exclusions, with details of how these will be publicised.

PCC response: Whilst a handful of spaces could be available for public use before 8am, it would not be possible to successfully identify segregated spaces without causing confusion, which could be seen as an attempt to entrap motorists.

Residents have no rights to parking in the Camber car park, and the previous concession for KA permit holders does not have to be made available.

There is no cap on the number of days BAR can request exclusive use of the car park, but each request will be considered by PCC and will not be granted automatically. 48 hours' notice is required from BAR before a closure of the car park is notified by way of signs within the car park.

Resident, Old Portsmouth

The published TRO proposals are legally unsound and should be withdrawn or amended, as the accompanying plan does not reflect the public right of way that presently exists around the Town Quay on the Camber. The parking spaces at the southern end of the main BAR car park and those at the eastern end of East Street all overlap the right of way route, and as such, when in use will obstruct passage along this highway.

PCC response: An informal plan accompanies a TRO to indicate the location of the proposals. It is not a definitive plan of an area. In this case the informal plan was withdrawn and those wishing to view it were directed to the Planning Service for the official plans.



Objections to the revised Pay & Display / permit holder restrictions in the car park on Camber Quay. Old Portsmouth

Resident, Old Portsmouth

The reason for the order stated on the public notice is '...now leased to Ben Ainslie's Racing Company....' which makes the Order inaccurate as no lease has been signed between PCC and BAR. The Heads of Terms have been signed, but no lease has been signed. To that end the Order should be withdrawn or held back until a lease has indeed been signed.

PCC response: Whilst the notice could have indicated that a lease was in the process of being agreed for signature, no decisions could be made until a lease was in place. As public consultation is a statutory requirement for Traffic Regulation Orders and the legal process can be a lengthy one, this was carried out in the knowledge that Purdah and elections were approaching and therefore no decisions could be made on the proposed operation of the car park until June 2015 at the earliest.

(End of Report)

THIS ITEM IS FOR INFORMATION ONLY

Title of meeting:	Cabinet Member for Traffic and Transportation
Subject:	Proposed amendment to the operation of the parking bays towards the northern end of Broad Street (TRO 15/2015: removal of 2-hour free parking period)
Date of meeting:	18 June 2015
Report by:	Director of Transport, Environment and Business Support
Wards affected:	St Thomas

1. Requested by

The Cabinet Member for Traffic and Transportation, Councillor Ken Ellcome

2. Purpose

To provide an update on the proposal to remove the 2-hour free parking period from the parking bays towards the northern end of Broad Street, Old Portsmouth. The proposal was put forward under TRO 15/2015

3. Information Requested

A report on the proposal and public consultation response has been delayed in light of the recent consultation on the £30 charge for a first Resident permit, which relates to all parking zones within the city. Recommendations are likely to be coming forward in the near future on proposals to improve the operation of the KA zone as a whole.

The proposals put forward under TRO 15/2015 should be considered alongside the consultation on the first Resident permit charge, rather than in isolation.

A report on TRO15/2015 will therefore be presented at the same decision meeting as the report(s) relating to the permit charge consultation and proposals.

.....
Alan Cufley, Director of Transport, Environment & Business Support

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Agenda Item 6



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 18 June 2015

Subject: Various parking restrictions, Various Roads (TRO 1/2015)

Report by: Director of Transport, Environment and Business Support

Wards affected: Baffins, Charles Dickens, Copnor, Cosham, Eastney & Craneswater, Fratton, Milton, Nelson, Paulsgrove, St Jude, St Thomas

Key decision: ~~Yes~~/No

Full Council decision: ~~Yes~~/No

1. Purpose of report

To consider the response to the public consultation on the proposals under TRO 1/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

See [Pages 4-5](#) for a copy of the public notice detailing the proposals
See [Page 6](#) for a summary of the public consultation responses

2. Recommendations

2.1 That the Order is made as advertised, with the following exceptions:

- 2.1.1 **Martin Road (B4): the proposal to reduce the double yellow lines outside Nos. 54 & 56 is deleted;**
- 2.1.2 **Moneyfield Avenue (B5): the proposal to reduce the double yellow lines eastwards from the junction with Martin Road from 10m to 6m is deleted;**
- 2.1.3 **Paignton Avenue (A7a): the proposal to continue the double yellow lines from Moneyfield Avenue into Paignton Avenue by 2 metres is deleted;**

3. Background

- 3.1 In response to concerns raised by residents, businesses, motorists and/or the emergency and public services, the proposals within this Order aim to improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles. The Order also proposes to amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway.

4. Reasons for recommendations

- 4.1 The comments received in response to the formal consultation on the proposals (Page 6) have been taken into consideration and contribute to the recommendations.

5. Equality Impact Assessment (EIA)

There is no requirement to complete a full EIA as there are no issues arising from this report that relate to the Equalities Groups: Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, other socially excluded groups.

6. Legal Implications

- 6.1 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 its 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 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.
- 6.5 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. Finance Comments

The recommended proposed changes to the waiting and loading restrictions as detailed within TRO 1/2015 require works to be carried out are estimated to be £3,200. These costs include advertising the order, the addition of line marking, the removal of line marking, the costs of signage and any new posts if required as well as the ongoing maintenance costs.

This expenditure will be funded from the existing on-street parking revenue budget.

.....
Signed by:
Alan Cufley, Director of Transport, Environment & Business Support

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
5 emails, 1 letter	Transport Planning, 4 th floor, Civic Offices

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

.....
Signed by:
Cllr Ken Ellcome, Cabinet Member for Traffic & Transportation

Copy of public notice detailing the proposal under TRO 1/2015:

Dated: 23 February 2015

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING AND LOADING RESTRICTIONS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.1) ORDER 2015

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

A) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

- 1. Cobden Avenue** Both sides;
 - (a) 3m west from the junction with Northover Road
 - (b) 3m east and west of the junction with Westover Road
- 2. Duncan Road** West side, in front of the build-out outside No.58
- 3. Festing Grove** North side, a 6m extension of the existing double yellow lines on the bend westwards to halfway in front of No.63 (to match length on the south side)
- 4. Milton Lane** Both sides, an extension to the existing double yellow lines at the entrance to Fratton Park football stadium (up to the new gates and adjacent to the metal fencing, approximately 34m)
- 5. Moneyfield Avenue** South side, 4m west and east of the junction with Paignton Ave
- 6. Northover Road** (a) East side, a 2m length north and a 3m length south of Stanley Ave
(b) West side, a 3m length north and a 2m length south of Cobden Ave
- 7. Paignton Avenue** (a) West side, a 2m length southwards from Moneyfield Ave junction
(b) East side, a 1m length southwards from Moneyfield Ave junction
- 8. Rochford Road** (a) South side;
 - (i) a 13m extension of the double yellow lines adjacent to the garages area towards Allaway Avenue
 - (ii) a 31m length opposite Nos. 23-25, between the parking laybys
 - (iii) a 47m length opposite Nos. 31-39, between the layby and the garages
(b) West side from its junction with Clacton Road southwards to the corner
- 9. St George's Road**, Southwest side, an 8m extension of the double yellow lines into the layby
Old Portsmouth outside Nos.3 & 5
- 10. South Road, Fratton** West side, extension of the double yellow lines from George Street up to the dropped kerb of the parking area
- 11. Stanley Avenue** Both sides, 3m east from the junction with Northover Road
- 12. Sunningdale Road** East side, a 2m extension of the double yellow lines north and south of Stride Avenue
- 13. Westover Road** Both sides, a 3m length north and south of Cobden Avenue

B) REDUCTION OF NO WAITING AT ANY TIME (double yellow lines)

- 1. Chichester Road** North side, a 9m reduction of the restriction by No.321, west of Copnor Rd
- 2. Cobden Avenue** North side, a 5m length outside No.47 (just west of Idsworth Road)
- 3. Idsworth Road** West side, a 6m length outside No.67 (just south of Cobden Avenue)
- 4. Martin Road** East side, a 14m length to allow a parking space between Nos.54 & 56
- 5. Moneyfield Avenue** South side, a 5m length alongside No.56 Martin Road

C) NO LOADING AT ANY TIME

- 1. Chichester Road** (a) North side, between the junctions of London Road and Ashling Lane
(b) South side, a 24m length eastwards from the London Road junction
- 2. King Henry I Street** North side, a 10m length eastwards from the parking bay (in front of the vehicular access to The Guildhall)

**D) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
WAITING LIMITED TO 30 MINUTES, NO RETURN WITHIN 1 HOUR, 8AM-6PM**

1. Ashling Lane West side;

- (a) a 5m length opposite the rear of No.67 Havant Road
- (b) a 9m length rear of former McDonald's restaurant (by the electricity substation)

E) CHANGE FROM LOADING BAY TO:

WAITING LIMITED TO 30 MINUTES, NO RETURN WITHIN 1 HOUR, 8AM-6PM

1. Sultan Road South side, adjacent to Tesco Express

F) CHANGE OF PAY & DISPLAY OPERATING TIME FROM 8AM-6PM TO 9AM-5PM

1. Queen Street South side,

- (i) the Pay & Display outside Carter House
- (ii) the Pay & Display outside Nos.1-18 (west of Lion Terrace)

G) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR, MON-SAT 8AM - 6PM

1. Queen Street North side, the 18m length by Sarah Robinson House

H) LOADING ONLY

1. Bransbury Road North side, a 10m loading bay adjacent to the Community Centre's games courts, opposite Nos.7 & 8

**I) CHANGE FROM NO WAITING MON-SAT 8AM-6PM (single yellow line) TO:
LOADING ONLY 9AM-11AM MON-SAT and 30 MINUTES' LIMITED WAITING 11AM-6PM,
MON-SAT**

1. Chasewater Avenue East side, the existing 24m length adjacent to the Co-Op Store

J) CHANGE FROM 1-HOUR LIMITED WAITING TO:

NO WAITING MON-SAT 8AM-6PM

1. Chasewater Avenue West side, the existing 24m length adjacent to the butcher's shop

REASONS FOR ORDER

- 1) To introduce parking restrictions in various roads across the city to improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles **(A, C)**
 - 2) To amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway **(B, D, E, F, G, H, I, J)**
- 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 viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2014'

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



Summary of public consultation responses to TRO 1/2015

Support

President, Southsea Afternoon W.I.

Bransbury Road loading bay (H) - We hold weekly meetings at Eastney Community Centre and committee members often have to carry equipment from their cars into the Centre, as do visitors for the main meeting. Having to park some distance away makes it difficult for all concerned.

Resident, Mafeking Road

Bransbury Road loading bay (H) - As a volunteer of 20 years and a member of the committee at Eastney Area Community Association, the proposed loading bay will benefit the community. It will allow elderly people to be dropped off outside the Centre, which is a vital opportunity to socialise and meet friends.

Group Leader, Eastney Community Centre

Bransbury Road loading bay (H) - I run a weekly activity for the local community at Eastney Community Centre, which entails bringing in the equipment for the activity and taking it away again every week. The provision of a loading bay will mean I will be able to legally park outside the gate whilst unloading loading equipment.

Chair of Eastney Area Community Association

Bransbury Road loading bay (H) - Many of our users, particularly those running classes, now have to park sometimes up to 100 yards away to pick up or drop off equipment etc since the ban on loading was imposed to improve traffic flow. The Community Association are very supportive of the proposal, which will provide a space for quick drop-offs/pick-ups for those using the Centre.

Objections

Resident, Martin Road

Martin Road reduction in double yellow lines outside Nos.54 & 56 (B4) and Moneyfield Avenue reduction in double yellow lines adjacent to No.56 Martin Rd (B5) - the double yellow lines are in front of our dropped kerbs that allow access to our driveways. The changes will impose on my driveway and therefore access to my property. This is unacceptable as the off-road parking enticed me when buying the property. The proposed reduction of double yellow lines in Moneyfield Avenue concerns me on safety grounds. I have witnessed emergency vehicles struggle to get round this corner due to the number of vehicles parking on the bend. Drivers already park on the double yellow lines at any time of the day and night, often with Blue Badges displayed.

Resident, Martin Road

Martin Road reduction in double yellow lines outside No.54 & 56 (B4)
Please make sure that the proposal does not remove the double yellow lines in front of my driveway.

Officer comments: Whilst the intention was to enable more on-street parking now the bus route no longer uses Martin Road, the concerns and experiences of residents indicate that local people would benefit more from the restrictions remaining in place. The recommendation is that the proposal to reduce the restrictions is deleted.

(End of Report)

Agenda Item 7



Agenda item:

Decision maker: Cabinet Member for Planning, Regeneration and Economic Development - 23rd June 2015 and for information purposes only the Cabinet Member for Traffic and Transportation - 18th June 2015

Subject: Public Realm Strategy - Supplementary Planning Document

Report by: City Development Manager

Wards affected: All

Key decision (over £250k): No

1. Purpose of report

- 1.1 The purpose of this report is to seek approval to create a Public Realm Strategy - supplementary planning document (SPD).

2. Recommendations

It is recommended that the Cabinet Member for Planning, Regeneration and Economic Development authorises the City Development Manager (in conjunction with the Transport, Environment and Business Support service) to create a Public Realm Strategy - supplementary planning document and to report back a draft document for formal public consultation.

3. Background

- 3.1 The definition of 'Public Realm' can include roads, streets, pedestrian routes, cycleways, publicly accessible open spaces such as parks and squares, and spaces between and around buildings.
- 3.2 The quality of the public realm is widely acknowledged as being essential to the creation of environments that people wish to live and work in.
- 3.3 The National Planning Policy Framework¹ (NPPF) stresses the importance of good design and that is '*important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes*' and that local planning policies and decisions should '*establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit*'.

¹ <http://planningguidance.planningportal.gov.uk/blog/policy/>

- 3.4 The Planning Practice Guidance² also states that street design is important as *'successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area'*.
- 3.5 In addition, it states *'in many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design.'*
- Each street should be considered as unique – understand its location, character and eccentricities.*
- Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place'*.
- 3.6 This is also supported by guidelines^{3,4,5,6} produced by the Department for Transport (DfT) and Chartered Institution of Highways & Transportation (CIHT) which recognise the importance of 'placemaking' in the design of highways.
- 3.7 Creating a 'strong sense of place' and high quality design in the public realm not only contributes to economic growth (such as encouraging greater economic activity and increase in property values), there is growing evidence that an improved public realm offers an array of other social, environmental and health related benefits^{7,8,9,10}. Whilst these other benefits are difficult to quantify they are important considerations in the way the council seeks to shape the public realm within the city.

² <http://planningguidance.planningportal.gov.uk/blog/guidance/>

³ Manual for Streets, DCLG and DfT, 2007 - <https://www.gov.uk/government/publications/manual-for-streets>.

⁴ Manual for Streets 2: Wider Application of the Principles, CIHT, 2010 - <https://www.gov.uk/government/publications/manual-for-streets-2>.

⁵ Designing for Walking, CIHT, March 2015 - <http://www.ciht.org.uk/en/knowledge/streets-and-transport-in-the-urban-environment.cfm>.

⁶ Designing for Cycling, CIHT, October 2014 - <http://www.ciht.org.uk/en/knowledge/streets-and-transport-in-the-urban-environment.cfm>.

⁷ www.publicrealm.info

⁸ The Social and Emotional Benefits of Good Street Design, Brighton & Hove City Council and CIVITAS, August 2011.

⁹ The Social Value of Public Spaces (Ref: 2050), Joseph Rowntree Foundation. www.jrf.org.uk

¹⁰ www.livingstreets.org.uk

- 3.8 Existing council masterplans and other planning documents, such as the Hard and Seafront supplementary planning documents and Conservation Area guidelines, already provide guidance on the 'public realm' in some of the key and historical areas of the city. The purpose of this new strategy will be to consolidate the existing guidance and identify other opportunities to contribute to the delivery of the city's public realm vision.
- 3.9 The document will set out best practice principles and guidance for developments to ensure high quality design of the public realm. The guidelines will also be designed to help anyone who works in the city's public realm.
- 3.10 The document will be created as a supplementary planning document and once adopted it will be used as material consideration in the assessment of any planning application. As well being used in the development management process, the document will also be used internally by the council to ensure a consistently high standard of development, to provide joint design and maintenance guidance for all works within the public realm and help to prioritise council spending and investment.
- 3.11 The document will be developed in conjunction with various services within the council (such as the Local Highway Authority and PFI contractor), other key stakeholders and interested parties (such as public transport providers, local cycle forum and local disability forum).

4. Reasons for recommendations

- 4.1 The purpose of the draft Public Realm Strategy will be to establish a coordinated, consistent and high quality approach to all work in the public realm and in particular to:
- articulate a vision for the city to encourage investment;
 - set out the background and context for public realm proposals;
 - provide a framework of guidance within which to assess proposals for development (including being a material consideration in the determination of planning applications) and other improvements, and
 - prioritise council spending and investment.

5. Equality impact assessment (EIA)

- 5.1 Not applicable. Although, please note the draft document, which will be reported back at a later date, will be subject to a preliminary EIA.

6. Legal Implications

- 6.1 At this initial stage of reference to the portfolio holder, the item explaining the background to a proposal to draft a supplementary planning document is not subject to regulation. It is a sensible measure for explaining why the item is being introduced to the programme of work.

7. Finance comments

- 7.1 The work associated with the development of a Public Realm Strategy will be carried out within existing service budgets.
- 7.2 Any additional costs associated with the implementation of this strategy will be detailed in the Public Realm Strategy - Supplementary Planning Document which will be brought to a future meeting prior to public consultation.

.....
Signed by:
City Development Manager

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
Portsmouth Plan, January 2012	Copies are available from the City Development Team or at www.portsmouth.gov.uk
The Hard - supplementary planning document, June 2012	Copies are available from the City Development Team or at www.portsmouth.gov.uk
City Centre Masterplan - supplementary planning document, January 2013	Copies are available from the City Development Team or at www.portsmouth.gov.uk
Seafront Masterplan - supplementary planning document, April 2013	Copies are available from the City Development Team or at www.portsmouth.gov.uk

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

by on

.....
Signed by: