

Decision maker: Cabinet Member for Traffic & Transportation
26th September 2013

Subject: Deferred Item from 20th June 2013 decision meeting:
Clarendon Road

Report by: Head of Transport and Environment

Wards affected: Central Southsea

Key decision (over £250k): No
Budget & policy framework decision: No

1. Purpose of report

To bring back an item deferred at a previous meeting by the Cabinet Member. The proposal relates to extending the existing loading bay east of Palmerston Road and amending the adjacent zig zags and bus stop markings.

2. Recommendation

That the following proposal is approved as advertised under TRO5/2013:

E) REDUCTION AND EXTENSION OF LOADING BAYS

- 1. Clarendon Road** (a) South wide, extend the existing loading bay east of Palmerston Road by 9m, amending the adjacent crossing zig zags and bus stop by 5m and 4m respectively

3. Background

3.1 At the Traffic & Transportation decision meeting on 20th June 2013, a report with recommendations on TRO5/2013 (various parking restrictions citywide) was presented and discussed.

3.2 Following a late written representation from a resident, Item E (a): Clarendon Road was deferred to allow consideration to be given to the concerns raised.

4. Reason for recommendations

The concerns raised by the resident have been considered in consultation with relevant officers and are addressed in the tables below. The recommendation to approve the proposal as advertised remains.

CLARENDON ROAD

Extension of existing loading bay on the south side

OBJECTION:

Resident, Auckland Road East

I object to this proposal on a number of grounds:

- 1) Bus service 23 stop should not be moved from Clarendon Road to the NatWest Bank stop. The Clarendon Road bus stop primarily serves buses going to Commercial Road, the stop outside the NatWest Bank primarily serves buses going to The Hard; the destination dictates which stop is used. Such a move will seriously inconvenience bus passengers as they would no longer be able to wait at one bus stop for the first bus to their desired destination. There are currently 4 bus services using the NatWest Bank stop, 1, 19, 20 and 700, up to 11 an hour, it is not uncommon to have 2 buses there at once. The 23 runs every 10 minutes and would seriously congest this bus stop even further, causing buses to back up across Palmerston Road South. The visually impaired experience considerable problems trying to identify buses at bus stops, particularly when they are backed up. If 3 buses are backed up at the NatWest stop, it is extremely difficult for less mobile passengers to board or alight from the bus as it is beyond the pavement, it is impossible for wheelchairs. The inference that all buses from the NatWest stop go along Osborne Road is incorrect, the 20 goes via Portland Road. Both these stops are also timing points for all bus services, so there are occasions when buses wait at the stops.
- 2) There are conflicting statements made in the report:
“Congestion caused by parked vehicles creates natural traffic calming by visually reducing carriageway width and reduces speeds and increases driver awareness”

and

“Following reports that the north side loading bay is being incorrectly used by short term parkers, it will revert to double yellow lines thus improving traffic flow.” i.e. faster traffic.
- 3) A significant number of vehicles continue to ignore the traffic restrictions in Palmerston Road South and the report states *“Following reports that the north side loading bay is being incorrectly used by short term parkers”*. What is going to change to ensure the loading bay will not be abused?



- 4) An updated speed survey was undertaken within Clarendon Road in April 2013, following my concerns about pedestrian safety on the zebra crossing. The updated 85 percentile speed for westbound traffic within the area was recorded at 28.1mph (previously 27mph). Interpolating the west bound 85 percentile speed of 28.1mph in LTN 2/95 Design of Pedestrian Crossings 2.3.1 Minimum distances for drivers' visibility of crossings Table 1, gives an Absolute Minimum Visibility of 46.2m and a Desirable Minimum Visibility of 59.3m.

The report states "*DfT guidance on visibility does not refer to the entire length of crossings*". DfT guidance also states in LTN 2/95 Design of Pedestrian Crossings states in "*2.3.2 Pedestrians must be able to see and be seen by approaching traffic. Visibility should not be obscured or restricted by, for example, parked vehicles*". Vehicles travelling West will not have a clear line of sight of pedestrians stood on the South side of the crossing when the loading bay is in use. The statement "*It should also be noted that the bay is intended to be used for short term loading/ unloading so the bay will not always be occupied.*" does not detract from the fact that pedestrian safety will be seriously compromised when vehicles obstruct the line of sight at this busy zebra crossing. Guide dogs, wheelchair users and young children will have their visibility obscured by any vehicle parked in the loading bay.

- 5) The large delivery vehicles which the extended loading bay is for are likely to be unloading palletised deliveries. The pavement in this area is very narrow and personal experience of pallet deliveries in this locality has resulted in total obstruction of the pavement, pedestrians had to walk in the road to get to/from the bus stop
- 6) "*The Crossings Regulations and General Directions state the number of zig zag lines may be reduced to not less than 2.*" This statement is conditional on sub-paragraph (4) which states "*Where the traffic authority is satisfied that, by reason of the layout or character of any roads in the vicinity of a Zebra crossing, it would be impracticable to lay out a Zebra controlled area in accordance with this Schedule*". DfT guidance clearly states "*Visibility should not be obscured or restricted by, for example, parked vehicles*". The loading bay is a recent feature that has been introduced by Portsmouth City Council and clearly restricts visibility. It does not constitute a physical feature such as an adjoining road.
- 7) The route cause of this TRO 5E and other traffic issues in the area, such as Lennox Road South and Villiers Road closure, is the introduction of the 'shared surface' in Palmerston Road South. Traffic should be returned to Palmerston Road South.

Clarendon Road: This item is recommended for APPROVAL

OFFICER'S COMMENTS:

The proposal to extend the existing bay has been put forward at the request of a business owner experiencing delivery issues due to its suppliers' vehicles exceeding the loading bay length and width.

- 1) This proposal is an interim solution until the wider area consultation ends and a scheme devised. Buses already, on occasion bank up behind one another. The situation would be monitored.
- 2) Improved traffic flow in this respect refers to fluidity of traffic (reduced congestion), not excessive speed increases. The extension of the loading bay on the southern side will be more effective with the removal of the bay on the north side.
- 3) We would monitor the usage of the loading bay to ensure the restrictions are complied with.
- 4) DfT guidance on visibility does not refer to the entire length of crossings. With vehicles parked in the larger loading bay and given the removal of north side loading, vehicles travelling west would have clear sight of the central zig zag markings, the northern part of the crossing and the belisha beacon.

Congestion caused by parked vehicles creates natural traffic calming by visually reducing carriageway width, reducing speed and increasing driver awareness.

- 5) Any potential disruption caused by the off-loading of pallets is short term.
- 6) The location of the zebra crossing is being looked at as part of the Osborne Road scheme consultation.
- 7) The points are noted. The reopening of Palmerston Road to traffic is not being considered; other improvements/alterations have been included within the Osborne Road consultation leaflet for response from local residents.

5. Equality impact assessment (EIA)

The item in this report has previously undergone an effective preliminary equality impact assessment. There are no equality issues arising from this subsequent report.

6. Head of Legal Services' 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 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. Head of Finance's comments

There are minimal financial implications as a result of approving the recommendations contained within this report. The cost of implementing the proposal will be met from existing cash limited budgets.

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Head of Transport and Environment

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
1 x email	Transport Planning, TES, 4 th floor, Civic Offices
Original report on TRO 5/2013	Portsmouth City Council website: http://www.portsmouth.gov.uk/yourcouncil/24249.html

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

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Cabinet Member for Traffic and Transportation