



**Decision maker:** Cabinet Member for Traffic & Transportation  
26<sup>th</sup> September 2013

**Subject:** Traffic Regulation Order:  
The Portsmouth City Council (Various Roads) (Prohibition and Restriction of Waiting and Amendments to Waiting Restrictions) (No.20) Order 2013

**Report by:** Head of Transport and Environment

**Wards affected:** Central Southsea, Drayton & Farlington, Eastney & Craneswater, Paulsgrove, Milton, Nelson, St Thomas, Charles Dickens

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

**1. Purpose of report**

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

**2. Recommendation**

**2.1 That the proposals within this order are approved as formally advertised, with the exception of:**

**2.1.1 Amend Items D, E & F relating to Broad Street -**

- **Instead of extending the disabled bay and residents' parking bay on the east side (Items D & E), extend the residents' parking bay only in that location and install the disabled bay provision at the northern end (Item F).**

**This will separate the two restrictions and avoid any confusion for motorists in terms of adjacent road markings and signage, and provide an improved location for parking by disabled people.**

**2.1.2 Delete Items H and I relating to the taxi rank proposals for Derby Road and London Road. This is to enable alternative options to be explored, and revised proposals to go forward if possible.**

**3. Background**

**3.1.1** In response to concerns raised by residents, businesses, public and emergency services, along with changes to road layout and usage, this order aims to introduce and amend parking restrictions in various roads to –

- (i) to improve road safety, visibility and traffic management, especially access for the emergency services, public services, delivery vehicles and refuse collection vehicles

and to

- (ii) reduce / amend parking restrictions to better accommodate local needs and make the most effective use of the public highway

See pages 11-12 for the itemised proposals advertised during formal public consultation between 6<sup>th</sup> - 27<sup>th</sup> August 2013.

### **3.1.2** Requiring motorcycles to make payment on Prime Location Pay & Display

To enable the small premier location parking facilities to be used for short-term parking as intended, given their convenient locations, instead of free all-day motorcycle parking. The exemption for motorcycles will continue to be available on regular Pay & Display facilities operated by Portsmouth City Council

### Extending the times of operation from 8 months (Mar-Oct) to 12 months)

To introduce consistent parking charging along the full length of the seafront

## **4. Reasons for recommendations**

**4.1** The proposals aim to improve road safety and traffic management whilst accommodating the on-street parking demands within the city, and to ensure the most suitable parking restrictions are in place for each location. Therefore it is recommended that the majority of the proposals are approved and implemented to effect their intended purpose.

**4.2** The comments received in response to the formal consultation of the proposals (See Pages 4-10) have been considered and therefore contribute to the recommendation in paragraph 2 above.

## **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. 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**

The cost to implement this order is in the region of £2,500, this includes all physical works and the cost of advertising the order.

Items A, B, C, D, E, F, J, K, L and O relate to changes in the operation or timings of existing parking restrictions that will yield no additional income, and ongoing revenue costs to maintain the restrictions will be marginal.

Item G relates to changing the limited waiting time outside the Isambard Brunel multi storey car park where the parking office used to be. Previously this area was a limited wait for 20 minutes. The parking office has closed and the measure is being introduced to bring consistency in parking restrictions around this area of the City. Any additional income is expected to have a marginal impact on income generation.

Items H & I have been deleted.

Item M relates to the reinstatement of parking along the seafront to 12 months a year. Currently the City Council has to remove meters or cover them and then reinstate them twice a year. By reinstating the pay and display for 12 months a year this will be more efficient, and will save officer time. The amount of revenue generated is estimated at around £8,000 per annum.

Item N relating to the premium parking charges for motorcycles. The creation of premium parking sites was as a result of the demand for premium parking bays in high turnover areas. These bays are in prime locations to commercial and other locations and motorists pay an additional premium for those locations. Currently these sites are being utilised by motorcyclists who do not pay to park in these sites. It is envisaged that motor cyclists will move back to free of charge locations, leaving prime locations for fee paying motorists. The financial impact of this charge will be monitored.

.....  
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
<b>13 emails / letters</b>	Transport & Environment Service, Transport Planning, 4 <sup>th</sup> floor, Civic Offices

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

.....  
Cabinet Member for Traffic and Transportation



**Responses received during the formal consultation period.**

16 x support (Lodge Ave, Devonshire Ave, Outram Rd, Broad St (13) if amended)

9 x objections (Outram Rd, Eastney Esplanade (4), London Rd (4))

<p><b>ITEM A2: LODGE AVENUE, COSHAM</b> <b>8 metre extension of prohibition of waiting at any time (double yellow lines) north of junction with Havant Road.</b></p> <p><u>SUPPORT:</u></p> <p>I support the proposed extension to the double yellow lines, which I believe will improve the safety for road users negotiating the entry at Havant Road, and wish to add my support.</p> <p>There are a couple of aspects that have not been considered within the proposal:</p> <ul style="list-style-type: none"> <li>- The impending construction of a retirement home in the immediate vicinity with grossly inadequate parking. This will result in an unsafe and unacceptable level of non-resident parking at the southern end of Lodge Avenue</li> <li>- Reducing the on-street parking by 8 metres on each side is likely to encourage vehicles to park on both sides, whereas they currently park on the west side only near the junction. Consider a longer extension on the east side up to the driveway of No.89 Havant Road to prevent this.</li> </ul>	<p>This Item is recommended for <b>APPROVAL</b></p> <p><u>OFFICER'S COMMENTS:</u></p> <p>The proposal to extend the double yellow lines was put forward following concerns raised by residents of Lodge Avenue, via a petition signed by 23 residents of the 28 properties in the road. The aim is to prevent congestion building up on the main Havant Road and unexpected stopping by vehicles, which will be able to pull into Lodge Avenue more easily.</p> <ul style="list-style-type: none"> <li>- Consideration of planning application 13/00544/FUL is pending and therefore approval has not been given. The proposal to extend the double yellow lines aims to improve road safety and traffic management at the junction of Lodge Avenue and Havant Road. Whether or not on-street parking levels increase in the future, the aim remains the same.</li> <li>- If drivers choose to park vehicles on one side of the road currently then they will not necessarily park on both sides; is it more likely they will park further into Lodge Avenue. Should any new issues arise as a result of the restriction being extended, they can be considered separately and the best course of action identified.</li> </ul>
<p><b>ITEMS O2 and O5: Reduction of double yellow lines in Devonshire Avenue and Outram Road</b></p> <p>A Central Southsea ward councillor has no issues with these proposals and will pass on any concerns raised by residents.</p>	<p>These Items are recommended for <b>APPROVAL</b></p> <p>The Councillor's comments are noted.</p>

**ITEM 05: OUTRAM ROAD, SOUTHSEA**  
**Reduce the double yellow lines to the front of No.20 (adjacent to No.20b) by 10 metres to increase on-street parking.**

OBJECTION: Resident, Outram Road

I strongly object to this proposal on the grounds of a serious compromise of road safety given the proximity to my driveway.

The double yellow lines are currently 1.5m south of my driveway, potentially enabling vehicles to park up to that point. This would severely obstruct my vision of approaching traffic to the left when exiting the driveway.

Images of a car parked in the proposed location and of my driveway:

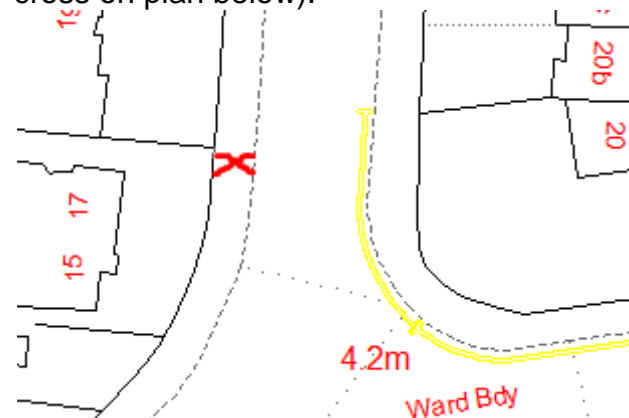


This Item is recommended for  
**APPROVAL**

OFFICER'S COMMENTS:

The proposal was put forward following the suggestions of a local resident for additional on-street parking. After careful assessment by Transport Planning and Road Safety officers, this is the only viable proposal.

Exiting driveways onto roads where on-street parking takes place is not inherently dangerous, and is commonplace throughout the city. As shown in the first photo opposite, there is a driveway closer to the junction where parking takes place either side (see cross on plan below).



The parking space at the front of No.20 would narrow the road and encourage traffic to slow down when entering from the bend. Motorists' attention would be concentrated to the area immediately in front of them instead of further into the distance. This will balance any reduction in visibility when exiting the off-road parking facilities there.



**ITEM M: EASTNEY ESPLANADE  
Increase of Pay & Display operating times  
from 8 months (March-October only) to 12  
months.**

OBJECTION: Resident, Gatcombe Avenue  
There are no tourist facilities available here during the winter months. The parking here is predominantly used by Portsmouth residents wishing to exercise (walking, jogging, dog-walking etc) and any tourist trade is more likely to park near Canoe Lane, Clarence Pier etc where there are attractions. This can be seen as only a handful of vehicles parks at the Eastney end of the seafront in winter months.  
If the concern relates to vehicles being parked for long periods of time then consider a maximum stay restriction during the winter months, for example 2 hours.

OBJECTION: Resident, South Parade  
The pattern of displacement between the Esplanade and Eastern Parade is plain to see. While both roads are full on weekends during the height of the season, for much of the rest of the year cars are parked only on Eastern Parade where it is free. The Eastney Esplanade is lightly used during the winter months as it is. Introducing charges will just mean it is deserted. This will raise very little revenue and at the cost of additional wear and tear to the meters themselves, which have always being removed during the winter to protect them from the worst of the weather.

OBJECTION: Resident, St Andrew's Road  
The proposal, far from creating consistency, is aimed at increasing revenue, but off-season there is little chance of the spaces being occupied. We need to give people a reason to visit the seafront off-season, or it will become a "dead-town".  
However, there is every reason to apply the March-October operating times to Clarence Esplanade, South Parade and Eastney Esplanade.  
This proposal will make things simpler for the Parking department, which is not a good enough reason to approve it.

This Item is recommended for  
APPROVAL

OFFICER'S COMMENTS:  
Eastney Esplanade is the only Pay & Display in Portsmouth that operates for 8 months of the year. The proposal aims to ensure consistency across all Pay & Display sites. It will also reduce the need for meters to be removed, reinstalled and/or stored every 4-8 months.

No concerns have been raised over the length of time vehicles are parked in this location.

OFFICER'S COMMENTS:  
See comments above.

Maintenance of the meters would be included in the existing programme, and any repair work carried out if and when required.

OFFICER'S COMMENTS:  
Eastney Esplanade is the only Pay & Display in Portsmouth that operates for 8 months of the year. The proposal aims to ensure consistency across all Pay & Display sites and avoid potential confusion.

It will also reduce the need for the meter equipment to be removed, reinstalled and/or stored every 4-8 months. The council has a duty to its customers to consider cost-effectiveness and best value.



**ITEM M: EASTNEY ESPLANADE  
Increase of Pay & Display operating times  
from 8 months (March-October only) to 12  
months.**

OBJECTION: Resident, Portchester

The objection is made on the grounds that the parking bays, disabled bays, splitter island etc, incorporated into the design of the Seafront Cycle Route were not subject to a Traffic Regulation Order, either permanent or experimental. The existing echelon parking bays were changed to parallel parking bays. Therefore the markings are unlawful / illegal and unenforceable.

Since mid-2010 the council has been obtaining money by deception relating to the new unenforceable parking areas unlawfully marked on the highway. This proposal seeks to extend the council's ability to extort money for the whole year.

By failing to make a TRO, the council deprived the public of its right to be consulted on the scheme. The letters published in the *The News* combined with my own analysis of the reduced safety and increased hazards for all categories persons leads me to believe this scheme would never have received public approval. It was foisted upon the citizens of Portsmouth as a *fait accompli* in the knowledge it would not survive a public inquiry or legal challenge.

There is no retrospective action available under the Road Traffic Regulation Act 1984 for the unlawful "traffic signs" to be lawful and enforceable. The council should therefore arrange for the removal of all "traffic signs" installed for Phase 1 of the Seafront Cycle Route, and to return the highway to its previous condition.

A Freedom of Information request confirmed that the cycle route in Portsmouth operates on an advisory basis, not a mandatory one, and as such does not require a Traffic Regulation Order. This makes the markings unlawful and unenforceable, similar to the "courtesy" disabled bays in place prior to 2006.

This Item is recommended for  
APPROVAL

OFFICER'S COMMENTS:

The Seafront Cycle route was subject to extensive public consultation and all views, suggestions and ideas contributed to the final design. This included altering the layout of the parking bays, but the Pay & Display facility remained in place.

Pay & Display has been in operation on Eastney Esplanade since 1980 and remains subject to a valid Traffic Regulation Order. The Traffic Regulation Order was amended to reflect the change from echelon parking to parallel parking, in conjunction with the cycle route scheme, and therefore remains enforceable and compliant.

The issue of advisory cycle routes has been referred to the Sustainable Transport Officer for investigation.

Re: Advisory cycle lanes, see P146 of the DfT's Traffic Signs Manual, Chapter 3:

## 17 CYCLE FACILITIES

### GENERAL

17.1 This section deals with the signing of cycle facilities, including cycle lanes and cycle routes shared with pedestrians. Detailed guidance on the use of road markings is given in section 16 of Chapter 5. For cycle parking place signs see para 7.7.

17.2 A mandatory cycle lane requires an order which prohibits other vehicles from using that part of the carriageway while the lane is in operation. It may be either a with-flow lane or, in a one-way road, a contra-flow lane. The latter must be operational at all times, but a with-flow cycle lane may operate for only part of the day. Advisory lanes do not require an order and may be used in situations where mandatory lanes would be too restrictive, typically where road width is restricted and motor vehicles might occasionally need to encroach on the lane. They are often used as lead-in lanes to advanced cycle stop lines at junctions





**ITEM I: London Road, North End  
Relocation of evening/overnight taxi rank  
from the bus lane north of Derby Rd to the  
southern end of bus lane, and to operate  
24 hours a day.**

OBJECTION: Resident, Crofton Road

I strongly object to the proposal to permit taxis to park in the rank in the bus lane 24 hours daily. This will cause obstruction to buses and result in them pulling out into traffic lanes to pass the taxis. The bus lane was introduced to ease congestion at great expense to local taxpayers.

Vehicles already cause obstruction on the west side of London Rd between Derby Rd and Angerstein Rd, by parking illegally on the double yellow lines. Southbound vehicles have to swerve illegally into the bus lane to avoid northbound traffic passing such vehicles.

**ITEMS H & I: London Rd / Derby Rd**

OBJECTION: Resident, Thurbern Road

I am very concerned that the extension of the taxi rank to 24 hours will cause serious congestion for southbound traffic and buses in London Road. These comments are based on bitter experience caused by the bus lane opposite Derby Road being blocked. When part of the bus lane was closed to enable skips to be left for construction purposes in 2012, the result was much increased congestion for southbound traffic. A considerable number of vehicles turn right here into Derby Road.

Re: Item H - change the taxi rank in Derby Road to Pay & Display parking

Taxis will move to the main road (see congestion concerns above). If it does happen, please ensure that the dropped kerbs are kept clear within the parking area. This allows wheelchair users, prams, cyclists etc to exit the Co-op car park and reach the local shops.

This Item is recommended for  
**DELETION**

OFFICER'S COMMENTS

The proposal was drawn up in conjunction with taxi trade representatives, aiming to reduce congestion on London Rd caused by taxis waiting to turn right into Derby Rd. It also aimed to provide a more suitable place for taxis to stop during the day, potentially reducing congestion elsewhere on London Rd

However, an alternative suggestion has been made to consider amending the parking arrangements on the opposite side of London Road. A taxi rank provision on the northbound carriageway would enable taxis to use Stubbington Avenue roundabout, whereas on the southbound carriageway a significant diversion (or attempt at a u-turn) would be required to change direction.

There are issues on the west side that could potentially be addressed with a revised proposal, such as vehicles stopping on double yellow lines to access the cash point etc.

Relocating the taxi rank further south would mean buses trying to exit the bus lane 15 metres further north - closer to the Derby Road junction. The bus lane provision in Portsmouth would be reduced in an area where public transport is particularly needed.

The issues caused by illegal parking in London Road can be reduced by an increased level of enforcement, although officers cannot attend all day every day.

Any new proposal would seek to discourage obstruction of dropped kerbs, ensuring the desired parking arrangement is indicated by the road markings.



**ITEMS H & I: Change taxi rank in Derby Road to Pay & Display; London Road, North End - Relocation of evening / overnight taxi rank from the bus lane north of Derby Rd to the southern end of bus lane, and to operate 24 hours a day.**

OBJECTION: Resident, Fawcett Rd

The existing day/night taxi arrangements work well enough and traffic flows through North End have been improved. It is a retrograde step to allocate space for taxi parking that is already provided in Derby Rd.

PCC needs to make use of the huge Local Sustainable Travel Fund grant to be encouraging people to walk and cycle to their local centres. Please leave things as they are.

OBJECTION: Portsmouth Cycle Forum

The location of the proposed 24 hour taxi rank is within the existing bus and cycle lane. London Rd forms part of the A3 Bus Corridor and the proposal sends all the wrong messages about priority for those travelling by public transport and by sustainable means.

There is always congestion southbound on London Rd caused by vehicles waiting to turn right into Derby Rd. With the bus lane occupied by taxis, bus services may be delayed and cyclists will be forced into the main carriageway.

It is not unknown for taxis to make u-turns or other manoeuvres when arriving or departing from taxi ranks, which could endanger and delay other highway users. Taxis are best confined to quieter side roads.

These Items are recommended for  
DELETION

OFFICER'S COMMENTS

See comments on Page 8.

The funding for the proposed amendments to the public highway would not come from the LSTF grant, but existing income from on-parking.

See comments on Page 8.

The existing taxi rank within the bus lane operates from 7pm, and buses then have to pull round waiting taxis into the main carriageway. The remaining 15 metres of bus lane is rarely used in the evening as it is not worth buses returning to the bus lane and attempting to pull out again immediately afterwards when it ends.

Whilst an intention of relocating the taxi rank southwards was to enable more of the bus lane to be used for more of the time, an alternative proposal could address more of the issues in London Road.



**ITEMS D, E and F: Extension to disabled bays and residents' parking bays adjacent to Broad Street car park, and provision of residents' parking at the northern dead end (The Point)**

SUGGESTION: The Spice Island Association

We welcome the northwards extension to the parking bays and would also ask that the bays are extended southwards by 2-3 metres towards the corner of East Street.

We welcome the proposal for 2 parking bays at the Point and ask that these are specifically marked for disabled parking and to remove the existing disabled markings on the east side. This will continue to satisfy the need for disabled parking provision.

We are disappointed that additional parking cannot be installed adjacent to the West Mark site. We hope that PCC will take steps to have the boarding relocated to expose the pavement, allowing consideration to be given to further extending the parking on the east side.

These Items are recommended for  
AMENDMENT

OFFICER'S COMMENTS:

The proposals have been drawn up in conjunction with the Spice Island Association (SIA) and its members' suggestions to improve the parking provision in the area.

The recommendation to amend the proposals follows a subsequent meeting of the SIA and their suggestion to avoid potentially confusing road markings in Broad St. The adjustment to the proposals will allow clearly defined, separate residents' and disabled bays.

It is understood that investigations by PCC and Colas are currently underway with regard to the West Mark site and the hoarding currently in place incorporating the footway. Should the hoarding be relocated, then consideration can be given to the parking arrangements on the adjacent highway.



**Public notice advertising the proposals of TRO 20/2013:**

**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PROHIBITION AND RESTRICTION ON WAITING AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.20) Order 2013**

Notice is hereby given that the Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4 and 49 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. Elkstone Road** West side, an 8m extension of the restriction northwards from Allaway Ave
- 2. Lodge Avenue** Both sides, an 8m extension of the restrictions northwards from Havant Rd
- 3. Lomond Close** A 15m length around the 90' bend opposite Nos.20-22 (See also P3)

**B) REDUCE OPERATING TIME OF NO WAITING RESTRICTION (single yellow line) FROM: 7 DAYS A WEEK TO MONDAY - FRIDAY ONLY**

- 1. Farmlea Road** All lengths of single yellow line in Farmlea Road, to allow parking at weekends

**C) REDUCE WAITING RESTRICTION FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING AND NO LOADING ON FOOTBALL MATCH DAYS**

- 1. Anson Road** Both sides, the existing parking restriction (double yellow lines)

**D) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO DISABLED PERSONS' PARKING PLACES**

- 1. Broad Street** East side, a 6.6m length alongside the car park to relocate the existing disabled bay northwards

**E) CHANGE FROM DISABLED PERSONS' PARKING PLACES TO: RESIDENTS' PARKING (KA OLD PORTSMOUTH SCHEME)**

- 1. Broad Street** East side, a 6.6m length alongside the car park following the relocation of the disabled bay northwards (See E above)

**F) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO: RESIDENTS' PARKING (KA OLD PORTSMOUTH SCHEME)**

- 1. Broad Street** Northern dead end, 2 head-on parking bays facing the flood defence gate

**G) CHANGE FROM 20-MINUTE LIMITED WAITING TO: PAY & DISPLAY 24 HOURS, 7 DAYS**

- 1. Alec Rose Lane** South side, the existing 25m bay outside the Parking Office

**H) CHANGE FROM TAXIS ONLY TO PAY & DISPLAY PARKING MONDAY TO SATURDAY 8AM-6PM**

- 1. Derby Road Service Rd** West side, the existing 34m length currently reserved for taxis (feeder rank)

**I) RELOCATION OF NIGHTTIME TAXI RANK, AND EXTENSION OF OPERATING TIME TO 24 HOURS**

- 1. London Road, North End** East side, from outside former Odeon cinema southwards to outside the Iceland store (even nos.86-90 inc) - approximately 10m north of the junction of Laburnum Grove

**J) CHANGE FROM RESIDENTS' PARKING (FG STAMSHAW SOUTH SCHEME) TO: PROHIBITION OF WAITING AT ANY TIME (double yellow lines)**

- 1. Stamshaw Road** West side: a 3m extension of the double yellow lines northwards from Knox Rd

**K) NO WAITING 1AM - 6PM**

- 1. Dorothy Dymond Street** Southwest side, a 24m length within the existing disabled parking bays

**L) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 1 HOUR, MONDAY-SATURDAY 9AM - 5PM**

1. **Bourne Road** Within the centrally marked parking bays opposite St Paul's school entrance

**M) INCREASE IN OPERATING TIMES FROM MARCH - OCTOBER ONLY TO ALL YEAR ROUND**

1. **Eastney Esplanade** South side, the existing Pay & Display facility adjacent to the promenade

**N) AMENDMENT TO PRIME PARKING BAYS: MOTORCYCLES NOT EXEMPT FROM CHARGES**

Payment via telephone will be required in these Prime Location parking areas:

- |                              |                           |
|------------------------------|---------------------------|
| 1. <b>Clarence Esplanade</b> | 5. <b>Paradise Street</b> |
| 2. <b>College Street</b>     | 6. <b>Slindon Street</b>  |
| 3. <b>Landport View</b>      | 7. <b>Station Street</b>  |
| 4. <b>Lower Church Path</b>  |                           |

**O) REMOVAL OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)**

- |                             |  |
|-----------------------------|--|
| 1. <b>Brompton Road</b>     | North side, a 6m length in front of the garage   |
| 2. <b>Devonshire Avenue</b> | South side,<br>(a) a 5m length outside No.62<br>(b) a 5m length outside No. 124                        |
| 3. <b>Lomond Close</b>      | Within the northern section of the turning area by No.23 (See also A3)                                 |
| 4. <b>Ludlow Road</b>       | South side, a 13m length in front of the bus stop (alongside the dropped kerb), west of Washbrook Road |
| 5. <b>Outram Road</b>       | East side, a 10m length to the front of No.20  |

**P) REASONS FOR ORDER**

- (i) To introduce parking restrictions in various roads across the city to improve road safety, pedestrian safety, visibility and traffic management, especially access for the emergency services, public services, delivery vehicles and refuse collection vehicles **(A, J, K)**
- (ii) To amend, introduce and/or remove parking restrictions to accommodate local needs and make the most effective use of the public highway **(B, C, D, E, F, G, H, I, N, O)**
- (iii) To enable the small premier location parking facilities to be used for short-term parking as intended, given their convenient locations, instead of free all-day motorcycle parking. The exemption for motorcycles will continue to be available on regular Pay & Display facilities operated by Portsmouth City Council **(N)**
- (iv) To introduce consistent parking charging on the seafront **(M)**

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 at: <http://www.portsmouth.gov.uk/living/609.html>

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](mailto:engineers@portsmouthcc.gov.uk) quoting ref: **TRO 20/2013** by the **27<sup>th</sup> August 2013** 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, Portsmouth PO1 2NE

Dated: 6<sup>th</sup> August 2013

*(End of Report)*