

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting

**Date of meeting:** 17 July 2017

**Subject:** Orkney Road parking bay (TRO 48/2016)

**Report by:** Alan Cufley, Director of Transport, Environment and Business Support

**Wards affected:** Cosham

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

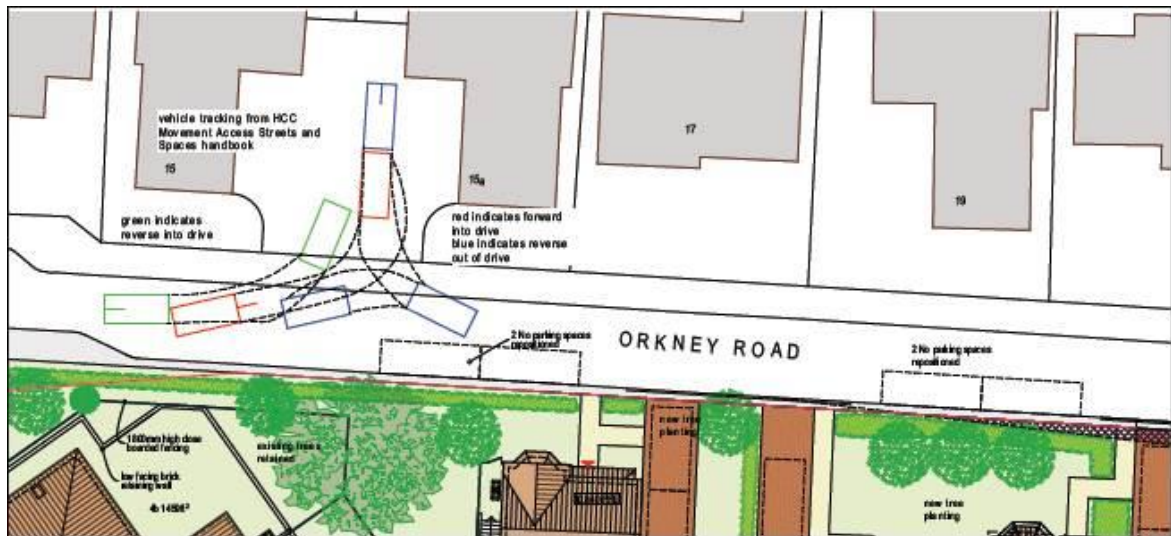
- 1.1. To return this report following its deferral by the previous portfolio holder in November 2016.
- 1.2. To reconsider the original proposal and the consultation responses to the proposed re-siting of a 2-space parking bay within The Heights residents' parking zone (BB).

**2. Recommendations**

- 2.1. **That the parking provision in Orkney Road is reinstated, by way of the 2-space parking bay opposite No.15A as proposed.**

**3. Background**

- 3.1 This report was originally presented to the Cabinet Member in November 2016. The deputations allowed at that meeting caused a decision to be deferred to enable further consideration of the proposal and a site visit by councillors. The report is now returned unchanged.
- 3.2 The 2-space parking bay opposite No.23 Orkney Road was removed to accommodate the new vehicular entrance to the former Darby House site and new residential properties. At Planning Committee in June 2015, the plan below was submitted showing that the parking bay could be suitably re-sited opposite No.15A Orkney Road:



**3.2** The resident of No.15A contacted PCC shortly afterwards to indicate he was unhappy with the proposed re-siting. Therefore it was agreed the parking bay would not be installed at that time, and would only be revisited at a later date should concerns arise following the loss of public on-street parking. Further consultation would then take place at that point.

**3.3** In June 2016, concerns were received from a number of residents regarding the loss of on-street parking, querying why the 2-space parking bay had not been replaced opposite No.15A. This resulted in the proposal being included in TRO 48/2016, giving an opportunity for the public to comment.

#### **4. Reasons for recommendations**

**4.1** There is very little on-street parking available on this estate: 26 spaces and close to 140 properties. Whilst the majority of properties have ample off-road parking, public parking provision is required for visitors. Generic visitors, i.e. those not parking in relation to a particular property or resident would be unable to use residents' driveways, and nor do all residents wish visitors such as gas service engineers / meter readers, estate agents, health visitors, window cleaners etc., to park on their private property.

**4.2** 7 residents wrote in support of the proposal, and 5 residents wrote against it. The full responses are shown in Appendix A on pages 5-8.

**4.2** There is no technical reason for denying the parking bay opposite No.15A, as the same arrangement currently exists opposite No.19.



(Orkney Road existing parking bay)



(Orkney Road proposed location of parking bay, 23m west of existing bay)

## **5. Equality Impact Assessment**

- 5.1** An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

## **6. Legal Implications**

- 6.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

**6.3** A local authority may by virtue of section 32 of The Road Traffic Regulation Act 1984 (the 1984 Act) authorise by order the use of any part of a road within their area as a parking place. However it may not charge for parking in any on-street parking places authorised by this method.

**6.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

## **7. Director of Finance's comments**

**7.1** The implementation costs related to TRO 48/2016 as a whole are estimated to be £600. These costs include advertising the TRO, line marking, signage and grounds works, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget.

**7.2** The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a result of its implementation.

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Signed by:  
Alan Cufley  
Director of Transport, Environment and 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:

<b>Title of document</b>	<b>Location</b>
12 emails	Transport Planning

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

.....  
Signed by:  
Councillor Simon Bosher  
Cabinet Member for Traffic and Transportation

## **Appendix A: Public responses to the proposal SUPPORT:**

### **1. Resident, Orkney Road**

As the representative for Lower Orkney Road on the Residents' Association at The Heights I support the application for two parking bays to be re-instated opposite number 15a Orkney Road. We have new, extra houses and residents moving in, so more visitors will be putting extra pressure on the present parking bays. We all keep our private vehicles on driveways/forecourts, but our visitors need parking bays, which are already at a premium. The properties in the vicinity will all have ample space to manoeuvre vehicles in and out, without any inconvenience.

My husband, and other residents with whom I have discussed the matter, are all also in favour. I look forward hopefully to this application being approved.

### **2. Resident, Orkney Road**

I fully support the application. I have been dealing with the Darby House development application as Chair of The Heights Residents Association well for over 5 years.

Prior to the new Crayfern homes being built we had 4 parking bays along Orkney Road to the East of No.15. With the arrival of the 4 new Crayfern homes plus the addition of 8 new adult residents in the Old Children's Home now known as 6E Orkney Road.

It is going to create problems along this section of our Estate where we can ill afford to lose 2 on street parking bays we really need more not less! I already have my neighbours digging up all the landscaped front garden to block pave all their frontage to Orkney Road for additional parking. Other Residents have already added additional paved off-street parking.

The owners of 15A Orkney Road have now sold their home. Along with its neighbours it has one of the largest off street parking areas/turning areas to safely access/egress Orkney Road

### **3. Resident, Orkney Road**

We would like to support the application to provide 2 bays for parking opposite No.15a on Orkney Road. These will be a great help as eight more houses have been built and the bays opposite no.23 were removed.

### **4. Resident, Orkney Road**

I live at Orkney road and want to record my support of the changes described in item F 1 as below

F) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO:  
RESIDENTS' PARKING PLACE (BB zone: 1 hour limited waiting for non-permit holders)

1. Orkney Road      South side, a 10m length (2 bays) opposite No.15a

### **5. Resident, Islay Gardens**

We support the proposal to reinstate the parking bays opposite 15a Orkney Road

### **6. Resident, Jura Close**

I agree to reinstate the two parking bays on Orkney Road.

**7. Resident, Kintyre Road**

I concur completely with the application to re-instate 2 parking spaces in Orkney Road, these to be opposite 15A. We have severe problems on the estate with the lack of on street parking; any reduction in the number of parking spaces coupled with the extra 8 houses will only make the situation worse. We now have 142 houses on The Heights and the limited parking which is available needs to be maintained so that residents can enjoy having family and friends visiting.

**OBJECTIONS:****8. Resident, Orkney Road**

I live at Skye Close, Cosham, and would like to register my objection to the proposed 2 parking bays opposite 15a in Orkney Road. I feel that the provision of these bays will impede traffic up and down Orkney Road and also make it difficult to see clearly when pulling out of Skye Close onto Orkney Road.

**9. Resident, Orkney Road**

We strongly object to the repositioning of two car parking bays immediately in front of number 15A Orkney Road. The westernmost car park is immediately opposite the entrance to the driveway of 15A. This position will make it very difficult to reverse into our driveway to enable us to reverse into our garages. Equally, the same applies when reversing out of the driveway. We feel this parking proposal has been drawn up without due consideration for the impact of the existing residents. We also feel the plan is endeavouring to squeeze in the existing four parking bays into a space(s) which is clearly unsuitable for reasons as noted above. Upon reviewing existing parking bays in the Heights estate, there is clearly a number of other more suitable locations to reposition these two parking bays where residences will not be impeded, nor cause any safety hazard for users of the roads. In addition, first hand experience (pre yellow lines) of the impact of parking opposite the driveway of 15 and 15A, proved the driveway was constantly used as a turning point for cars, vans and lorries because of the proximity and size of the driveway. Should these parking bays be allowed to be repositioned, we will be back exactly to the situation before the yellow lines were installed. I should remind you of the reason why the yellow lines were installed in the first place. We do not want to revert back to this nightmare situation. Our driveway and border area were damaged by vehicles using our private property as a turning circle. We would strongly recommend this be taken into account and the parking bays repositioned to a more suitable location, or, removed altogether. Constructive proposal: Reposition the two proposed parking bays from 15A Orkney Road to the left-hand side of Orkney Road as you leave the Heights Estate. There is adequate room and would not have any impact to any residents. During the normal working week there are always a number of Blue Badge holders parked along this part of the road whilst visiting the hospital. As this area is already being used for the purpose of parking, it would make sense to allocate this for the addition parking.

**10. Resident, Orkney Road**

Objection to the proposed parking bays opposite No. 15A Orkney Road.

After having the building developers site entrance opposite our home for the past year, we have continuously experienced the road block that parking opposite our joint driveway causes.

It has been consistently observed that traffic uses the dropped curb, meant as access to our driveway, as an extension of the road, rather than a pavement as it is intended. If parking bays are instated opposite 15A, this will only exuberate this issue.

The plans showing diagrams of how access to/from the joint driveway indicate that we would need to reverse off of the driveway and be facing the opposite direction to our intended route. Therefore we would have to reverse down the road into Skye Close to turn around, or drive further into the estate to find somewhere suitable to turn around. This is completely unacceptable to force particular driving practices upon residents.

Every house within this estate has its own off-road parking, fitting a minimum of 2 cars, in addition to their garage(s). It could be suggested that visitors use their hosts facilities in the unlikely event that there is not any available parking bays at that particular time. The vast majority of the time, the parking bays are used by taxi's or those who don't wish to pay for hospital parking. There are still 6 remaining parking bays along Orkney Road, as well as the parking bays also available in the adjoining roads.

In addition, there will shortly be new homeowners at 15A, who may well be completely oblivious to the proposed parking bays opposite their home. It is felt that their views should also be considered, if anything other than courtesy.

It should also be noted that those residents whom approve the notion of additional parking, are not directly affected by the plans opposite 15A. Therefore these residents benefit from additional parking, without any detrimental effects to their property and lifestyle. Perhaps those residents whom are adamant additional parking is necessary within the Cosham Heights estate, could propose their properties as new parking sites.

### **11. Resident, Orkney Road**

I have recently moved in to Orkney Road and have noticed a proposal to put parking spaces on Orkney Road opposite number 15A, which is directly outside my living room window and my front door. I wish to strongly object to this proposal for the following reasons:

- 1) The new properties built by Crayfern homes have ample parking spaces for the residents and visitors, therefore extra parking is entirely unnecessary.
- 2) I believe the person who has requested additional parking spaces lives at the opposite end of the road, and therefore the look of these spaces would have no effect on his/her property, whereas it would on my own.
- 3) I am concerned the houses opposite my own would be unable to access their driveways easily, and it would take a lot of manoeuvring to get on to their driveways. If it were to snow, or the roads became icy it is highly likely the cars would slip off their driveways, as they are steeper than they look, in to any vehicles parked there and cause substantial damage.
- 4) Emergency services would be unable to get down the road, which I believe from talking to other residents in the area, has happened previously when someone was having a heart attack.
- 5) The footpath where you are proposing to put the parking bays is 19.5 inches wide, not wide enough to stand on let alone open a car door and get out of the car, which would result in people standing on my land beyond the footpath which is unacceptable.

6) Judging by the plans I have seen, it would be extremely difficult for us to get on and off of our own driveway, and in adverse weather there is a substantial risk of colliding with one of the cars in the parked bay.

**12. Resident, Orkney Road**

Please note that I would like to object to the application.

*(End of report)*