

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

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

a) Objection from a resident of Penny Street:

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

REMOVE SPACE - agreed

b) Objection from a resident of Penny Street:

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

REMOVE SPACE - agreed

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

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

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

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

b) Objection from a resident of Grand Parade:

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

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

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

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

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

a) Objection from a business in Gunwharf Road:

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

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

Vehicle Tracking shown below



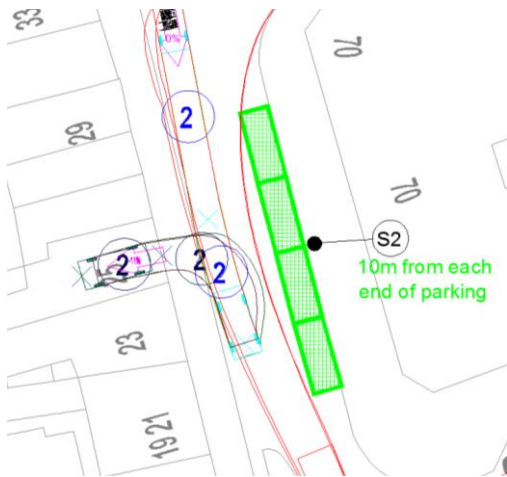
4. Broad Street - proposed change from double yellow lines to parking places (outside Quay House)

a) Objection from a resident of Broad Street:

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

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

Vehicle tracking shown below



b) Objection from a resident of Broad Street:

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

As 4a)

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

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

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

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

As 4a)

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

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

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

5. Broad Street, High Street, Grand Parade

a) Comments from resident of Oyster Street:

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

6. General

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

General

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

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

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

Echelon Parking

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

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

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

Parallel Parking

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

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

Safe Pedestrian Crossing Points

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

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

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

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

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

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

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

b) Objection / comments from Portsmouth Cycle Forum:

The reasons for objection are as follows:

Sections A, B and C

Additional parking bays in Old Portsmouth, various streets.

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

Section D

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

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

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

PCF Comment

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

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

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

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