

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.

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 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

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 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.

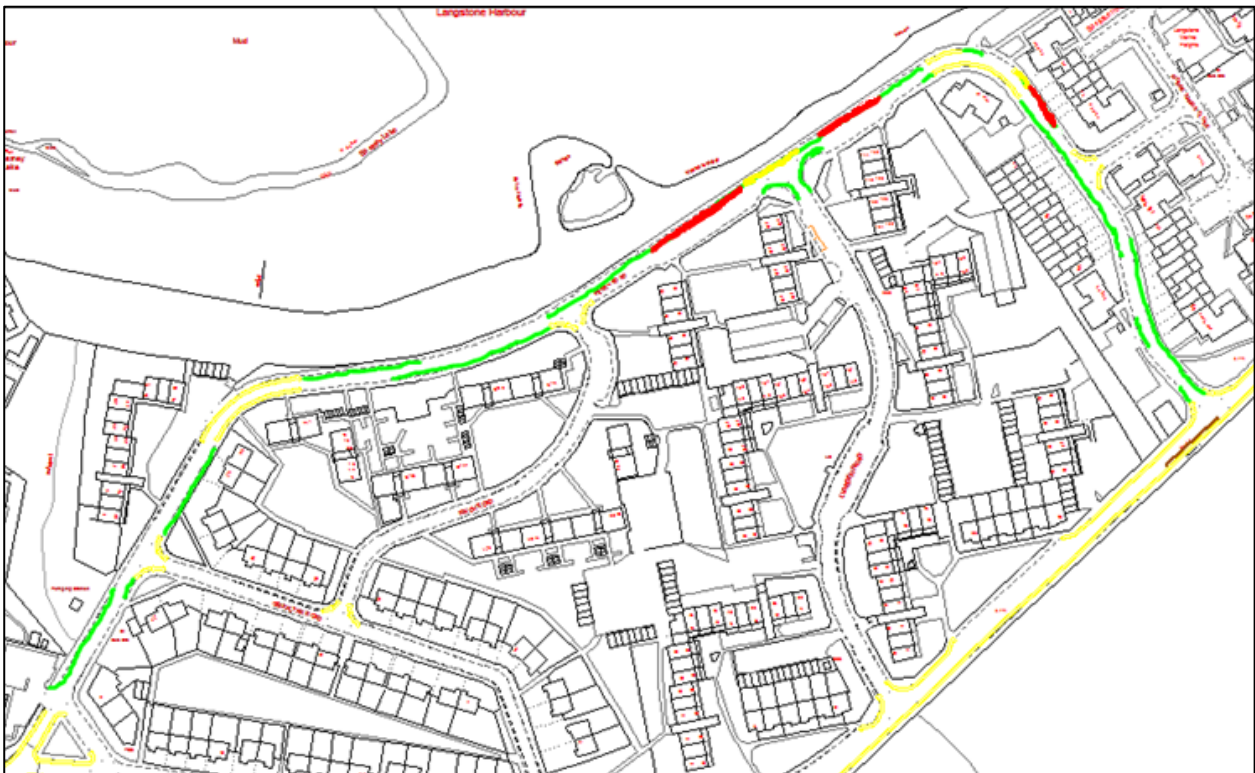
The current practice of parking on only one side enables parking space for approximately 66 vehicles. The proposed 'chicane' arrangement, alternating parking between each side, will enable parking space for approximately 67 vehicles. Therefore the on-street parking capacity is unlikely to be affected.

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)