

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 18 June 2015

Subject: Various parking restrictions, Various Roads (TRO 1/2015)

Report by: Director of Transport, Environment and Business Support

Wards affected: Baffins, Charles Dickens, Copnor, Cosham, Eastney & Craneswater, Fratton, Milton, Nelson, Paulsgrove, St Jude, St Thomas

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 1/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

See [Pages 4-5](#) for a copy of the public notice detailing the proposals
See [Page 6](#) 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 Martin Road (B4): the proposal to reduce the double yellow lines outside Nos. 54 & 56 is deleted;**
- 2.1.2 Moneyfield Avenue (B5): the proposal to reduce the double yellow lines eastwards from the junction with Martin Road from 10m to 6m is deleted;**
- 2.1.3 Paignton Avenue (A7a): the proposal to continue the double yellow lines from Moneyfield Avenue into Paignton Avenue by 2 metres is deleted;**

3. Background

- 3.1 In response to concerns raised by residents, businesses, motorists and/or the emergency and public services, the proposals within this Order aim to improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles. The Order also proposes to amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway.

4. Reasons for recommendations

- 4.1 The comments received in response to the formal consultation on the proposals (Page 6) have been taken into consideration and contribute to the recommendations.

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 regulation 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 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.
- 6.5 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.

7. Finance Comments

The recommended proposed changes to the waiting and loading restrictions as detailed within TRO 1/2015 require works to be carried out are estimated to be £3,200. These costs include advertising the order, the addition of line marking, the removal of line marking, the costs of signage and any new posts if required as well as the ongoing maintenance costs.

This expenditure will be funded from the existing 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
5 emails, 1 letter	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 1/2015:

Dated: 23 February 2015

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING AND LOADING RESTRICTIONS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.1) 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 and 36 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. Cobden Avenue** Both sides;
 - (a) 3m west from the junction with Northover Road
 - (b) 3m east and west of the junction with Westover Road
- 2. Duncan Road** West side, in front of the build-out outside No.58
- 3. Festing Grove** North side, a 6m extension of the existing double yellow lines on the bend westwards to halfway in front of No.63 (to match length on the south side)
- 4. Milton Lane** Both sides, an extension to the existing double yellow lines at the entrance to Fratton Park football stadium (up to the new gates and adjacent to the metal fencing, approximately 34m)
- 5. Moneyfield Avenue** South side, 4m west and east of the junction with Paignton Ave
- 6. Northover Road** (a) East side, a 2m length north and a 3m length south of Stanley Ave
(b) West side, a 3m length north and a 2m length south of Cobden Ave
- 7. Paignton Avenue** (a) West side, a 2m length southwards from Moneyfield Ave junction
(b) East side, a 1m length southwards from Moneyfield Ave junction
- 8. Rochford Road** (a) South side;
 - (i) a 13m extension of the double yellow lines adjacent to the garages area towards Allaway Avenue
 - (ii) a 31m length opposite Nos. 23-25, between the parking laybys
 - (iii) a 47m length opposite Nos. 31-39, between the layby and the garages
(b) West side from its junction with Clacton Road southwards to the corner
- 9. St George's Road**, Southwest side, an 8m extension of the double yellow lines into the layby
Old Portsmouth outside Nos.3 & 5
- 10. South Road, Fratton** West side, extension of the double yellow lines from George Street up to the dropped kerb of the parking area
- 11. Stanley Avenue** Both sides, 3m east from the junction with Northover Road
- 12. Sunningdale Road** East side, a 2m extension of the double yellow lines north and south of Stride Avenue
- 13. Westover Road** Both sides, a 3m length north and south of Cobden Avenue

B) REDUCTION OF NO WAITING AT ANY TIME (double yellow lines)

- 1. Chichester Road** North side, a 9m reduction of the restriction by No.321, west of Copnor Rd
- 2. Cobden Avenue** North side, a 5m length outside No.47 (just west of Idsworth Road)
- 3. Idsworth Road** West side, a 6m length outside No.67 (just south of Cobden Avenue)
- 4. Martin Road** East side, a 14m length to allow a parking space between Nos.54 & 56
- 5. Moneyfield Avenue** South side, a 5m length alongside No.56 Martin Road

C) NO LOADING AT ANY TIME

- 1. Chichester Road** (a) North side, between the junctions of London Road and Ashling Lane
(b) South side, a 24m length eastwards from the London Road junction
- 2. King Henry I Street** North side, a 10m length eastwards from the parking bay (in front of the vehicular access to The Guildhall)



**D) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
WAITING LIMITED TO 30 MINUTES, NO RETURN WITHIN 1 HOUR, 8AM-6PM**

1. Ashling Lane West side;

(a) a 5m length opposite the rear of No.67 Havant Road

(b) a 9m length rear of former McDonald's restaurant (by the electricity substation)

E) CHANGE FROM LOADING BAY TO:

WAITING LIMITED TO 30 MINUTES, NO RETURN WITHIN 1 HOUR, 8AM-6PM

1. Sultan Road South side, adjacent to Tesco Express

F) CHANGE OF PAY & DISPLAY OPERATING TIME FROM 8AM-6PM TO 9AM-5PM

1. Queen Street South side,

(i) the Pay & Display outside Carter House

(ii) the Pay & Display outside Nos.1-18 (west of Lion Terrace)

G) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR, MON-SAT 8AM - 6PM

1. Queen Street North side, the 18m length by Sarah Robinson House

H) LOADING ONLY

1. Bransbury Road North side, a 10m loading bay adjacent to the Community Centre's games courts, opposite Nos.7 & 8

**I) CHANGE FROM NO WAITING MON-SAT 8AM-6PM (single yellow line) TO:
LOADING ONLY 9AM-11AM MON-SAT and 30 MINUTES' LIMITED WAITING 11AM-6PM,
MON-SAT**

1. Chasewater Avenue East side, the existing 24m length adjacent to the Co-Op Store

J) CHANGE FROM 1-HOUR LIMITED WAITING TO:

NO WAITING MON-SAT 8AM-6PM

1. Chasewater Avenue West side, the existing 24m length adjacent to the butcher's shop

REASONS FOR ORDER

1) To introduce parking restrictions in various roads across the city to improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles **(A, C)**

2) To amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway **(B, D, E, F, G, H, I, J)**

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 2014'

SIMON MOON, Head of Transport and Environment

Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Summary of public consultation responses to TRO 1/2015

Support

President, Southsea Afternoon W.I.

Bransbury Road loading bay (H) - We hold weekly meetings at Eastney Community Centre and committee members often have to carry equipment from their cars into the Centre, as do visitors for the main meeting. Having to park some distance away makes it difficult for all concerned.

Resident, Mafeking Road

Bransbury Road loading bay (H) - As a volunteer of 20 years and a member of the committee at Eastney Area Community Association, the proposed loading bay will benefit the community. It will allow elderly people to be dropped off outside the Centre, which is a vital opportunity to socialise and meet friends.

Group Leader, Eastney Community Centre

Bransbury Road loading bay (H) - I run a weekly activity for the local community at Eastney Community Centre, which entails bringing in the equipment for the activity and taking it away again every week. The provision of a loading bay will mean I will be able to legally park outside the gate whilst unloading loading equipment.

Chair of Eastney Area Community Association

Bransbury Road loading bay (H) - Many of our users, particularly those running classes, now have to park sometimes up to 100 yards away to pick up or drop off equipment etc since the ban on loading was imposed to improve traffic flow. The Community Association are very supportive of the proposal, which will provide a space for quick drop-offs/pick-ups for those using the Centre.

Objections

Resident, Martin Road

Martin Road reduction in double yellow lines outside Nos.54 & 56 (B4) and Moneyfield Avenue reduction in double yellow lines adjacent to No.56 Martin Rd (B5) - the double yellow lines are in front of our dropped kerbs that allow access to our driveways. The changes will impose on my driveway and therefore access to my property. This is unacceptable as the off-road parking enticed me when buying the property. The proposed reduction of double yellow lines in Moneyfield Avenue concerns me on safety grounds. I have witnessed emergency vehicles struggle to get round this corner due to the number of vehicles parking on the bend. Drivers already park on the double yellow lines at any time of the day and night, often with Blue Badges displayed.

Resident, Martin Road

Martin Road reduction in double yellow lines outside No.54 & 56 (B4)
Please make sure that the proposal does not remove the double yellow lines in front of my driveway.

Officer comments: Whilst the intention was to enable more on-street parking now the bus route no longer uses Martin Road, the concerns and experiences of residents indicate that local people would benefit more from the restrictions remaining in place. The recommendation is that the proposal to reduce the restrictions is deleted.

(End of Report)