

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 21 January 2016

Subject: East Cosham Road and Gunwharf Road proposals:
TRO 77/2015

Report by: Director of Transport, Environment and Business Support

Wards affected: Drayton & Farlington, St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the response to the public consultation on 2 proposals under TRO 77/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

Appendix A: Public notice detailing the proposals (A8 and E1) and plans

Appendix B: Summary of residents' views

Appendix C: Photographs illustrating the traffic issues experienced in East Cosham Road.

2. Recommendations

2.1 East Cosham Road:

- that the double yellow lines on the east side are implemented
- that the 11-metre length of double yellow lines on the west side outside no.25 are implemented
- that the first 40m of the double yellow lines proposed on the west side (northwards from Havant Road) are implemented adjacent to No.91 Havant Road - but that installation of the remainder is delayed to enable further assessment.

2.2 Gunwharf Road: That the 3-hour limited waiting restriction is changed to Pay & Display as proposed (to ensure consistency in the location).

3. Background

- 3.1** East Cosham Road: The construction phase of retirement apartments on the corner of East Cosham Road and Havant Road has resulted in increased traffic and parking in East Cosham Road. The road is unsuitable for high levels of on-street parking and therefore vehicles park partly on the grass verge and the footway opposite, affecting vehicular access and use of this part of the highway network. Visibility of oncoming traffic when exiting driveways has also been reduced, causing concern for residents.
- 3.1.2** Residents have differing views on what should be implemented, and therefore a proposal based on the majority view and solely for the purpose of traffic management was put forward for consultation. The proposed double yellow lines aim to maintain traffic flows and to prevent parking on the grassed verge, on the footway opposite it, on the SLOW markings on the road and on the new footway installed adjacent to the retirement apartments by the developer.
- 3.2** Gunwharf Road: The new parking bays introduced towards the southern end of Gunwharf Road currently have a 3-hour limited waiting restriction. The proposal is to change the limited waiting restriction to Pay & Display, to match the restriction on the adjacent parking bays.

4. Reasons for recommendations

- 4.1** The comments received in response to the formal consultation on the proposals (Appendix B) have been taken into consideration.
- 4.2.1** East Cosham Road: a restriction on parking on the east side will enable traffic to be properly managed, retaining parking on the west side adjacent to the straight kerb line in the widest section of this road. Vehicles will be also discouraged from parking on the new footway installed by the developer on the east side northwards from Havant Road.
- 4.2.2** It is recommended that the proposed double yellow lines for the west side are installed in part (adjacent to No.91 Havant Road), in light of the conflicting views - see nos. 2 & 4 in Appendix B. Should the remaining length prove to be necessary, the double yellow lines can be implemented with the agreement of residents and the Portfolio Holder without new public consultation taking place.
- 4.2.3** Requests for additional double yellow lines and a limited waiting restriction on the remaining parking space will require a new Traffic Regulation Order and public consultation on subsequent proposals. At this stage, future levels of road and parking use is not known as the retirement apartments are not completed or occupied. In order for suitable proposals to be developed (if they become necessary), it is prudent to wait until the new development is fully operational to enable the needs of the area accurately assessed.

- 4.3** Gunwharf Road: the aim of the proposal is to ensure consistent parking restrictions are in place towards the southern end, removing the potential misunderstanding of restrictions on parking bays adjacent to each other.

5. Equality Impact Assessment (EIA)

A full equality impact assessment is not required as the recommendation does 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 Services Comments

- 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 (21 days) 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. Director of Finance Comments

- 7.1** The implementation costs related to TRO 77/2015 are estimated to be £3,100. 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** Any surplus income, in excess of the ongoing expenditure costs related to the proposed pay & display in Gunwharf Road, will accrue to the 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 results of its implementation.

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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
8 emails / letters	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:
Councillor Ken Ellcome, Cabinet Member for Traffic & Transportation

Appendix A: Proposals section of public notice for TRO 77/2015:

10 November 2015

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING AND AMENDMENTS) (NO.77) 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, 45 and 46 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. Ashurst Road | South side, 3 lengths (10m, 6m, 6m) opposite Blocks 6-11 and 12-17 |
| 2. Balliol Road | Both sides, 1-2m lengths alongside Nos.28, 29, 30 & 31 Binstead Road |
| 3. Binstead Road | Both sides;
(a) 3-4m lengths around the pavement build-outs in front of Nos.28 & 31
(b) 1-2m lengths in front of Nos. 29 & 30 |
| 4. Cranborne Road | The eastern end |
| 5. Cranleigh Avenue | North side, 1m lengths either side of the junction with Cranleigh Road |
| 6. Cranleigh Road | Both sides, 2m lengths northwards from the junction with Cranleigh Ave |
| 7. Denville Close | South and east sides, from the side of No.76 up to (not including) the turning area at the northern end |
| 8. East Cosham Road | (a) East side, from Havant Road adjacent to the new housing development and outside even Nos.20-24 inclusive
(b) West side, from Havant Road adjacent to No.91 Havant Road, outside odd Nos.9-17 inclusive and outside No.25 (to match the east side) |
| 9. Isambard Brunel Road | Both sides, reinstate the double yellow lines between the railway bridge and Dugald Drummond Street |
| 10. Melrose Close | West side, extend the double yellow lines northwards from Dunbar Rd up to the first dropped kerb |
| 11. Northumberland Road | East side, extend the double yellow lines by 2 metres past the car park up to the disabled bay |
| 12. Tangier Road | South side an 83m length from Portsmouth College westwards on the bend |
| 13. Waterworks Road | East side, extend the existing double yellow lines to 5 metres north and south of the junction with Second Avenue |

B) REDUCTION OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

- | | |
|---------------------|------------------------------------|
| 1. Park Lane | West side outside No.10 (4 metres) |
|---------------------|------------------------------------|

C) CHANGE FROM NO WAITING MONDAYS 8AM - 1PM TO: NO WAITING MONDAYS AND FRIDAYS 8AM-1PM

- | | |
|--------------------------|--|
| 1. Denville Close | West side, extend from adjacent to No.55 Old Farm Way up to the dropped kerb of No.1 Denville Close with new operational times |
|--------------------------|--|

D) REDUCTION OF BUS STAND

- | | |
|--------------------------------|---|
| 1. Albert Road, Eastney | South side, a 5-metre reduction of the Bus Stand from its western end |
|--------------------------------|---|

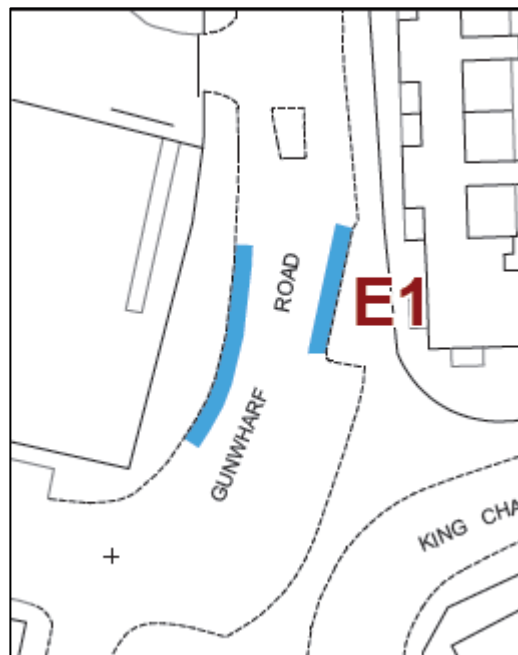
E) CHANGE FROM 3-HOUR LIMITED WAITING TO: PAY & DISPLAY AT ALL TIMES (TO MATCH EXISTING BAYS AT SOUTHERN END)

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|-------------------------|--|
| 1. Gunwharf Road | Both sides at the southern end, opposite where King Charles Street and Lombard Street meet |
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F) AMBULANCES ONLY

- | | |
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| 1. Lindisfarne Close | South side, within the 11-metre layby outside Ella MacKenzie Court |
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Plans of East Cosham Road and Gunwharf Road proposals:



Appendix B: Summary of public consultation responses to TRO 77/2015

East Cosham Road

1. Resident, East Cosham Road

The double yellow lines should be extended from outside numbers 24/26 along the east side of East Cosham Road, where the road narrows, until the point where the road widens again opposite the junction of Southdown Road. Given that the road narrows outside numbers 24, 25 and 26 East Cosham Road, yellow lines should also be put on the western side from number 25 until the junction of Southdown Road. This is the section of road that narrows and only allows one vehicle; the proposal does not contain any restrictions for this section and therefore vehicles could park here at any time including partially on the road/ footpath/ grass verges. Vehicles already park here, partially obstructing the footpath and road and causing problems for both pedestrians and road users. A TRO would enable enforcement officers to prevent this. Restricting parking on this part of the road would keep this narrow section clear for vehicles at all times. Restrictions on the western side will improve safety at the junction with Southdown Road; at the moment the proposals contain nothing to prevent parking up to this junction.

Residents of the new apartments at the bottom of East Cosham Road who do not have parking spaces are likely to use the on street parking on the western side of the wider section, restricting availability for visitors and residents in nearby houses. This could cause parking congestion and associated problem parking (parking over dropped kerbs etc.). There are a number of elderly residents in this section of East Cosham Road who rely on regular daytime visits from health care workers. These workers use the length of road that is free from parking restrictions, but if this section is filled with vehicles parking on a long term basis then they will struggle to do so. This parking could therefore be restricted to 2 hours so that spaces will not be taken up over long periods and to provide parking for essential visitors.

2. Resident, East Cosham Road

This area of East Cosham Road has never, until recently, been used for permanent parking: as it is the widest section it has always provided a safe passing place for vehicles. Most of the road is single vehicle width and a passing place is necessary, however since the development at the bottom of the road arrived there have been vehicles parking on both sides of the street for long periods. This has prevented essential vehicles such as fire engines and waste collection vans from being able to access the road. Sales people and contractors from the Churchill development park all day, narrowing the road for long periods and causing access problems, and without restrictions there is nothing to stop them from doing this. The roads are much clearer at weekends, when the developers are not working.

3. Resident, East Cosham Road

The proposed double yellow lines on both sides of East Cosham road will be unnecessarily restrictive now that the Churchill development project is nearing completion. It has been very busy with construction vehicles parking on street but this problem has already begun to ease. Since the lane narrows to the width of a single vehicle just above the section in question, it would make no difference to have parking restrictions on both sides of the road.

If the concern is the potential impact of the new development once it opens, it would be prudent to wait and see if a problem develops rather than arbitrarily restricting existing residents. Developers have assured residents that adequate parking has been provided, but if restrictions do prove necessary then just one side of the street would be more suitable. Once the developers and contractors are gone the only vehicles using the road will be residents, who have always been sensible in their parking.

The main concern is that if refuse vehicles stop on the single lane width section of road next to the Churchill development to service 50+ apartments, movement up and down the lane will be halted for a considerable amount of time, and none of the restrictions within the proposal will prevent this.

4. Resident, East Cosham Road

In the mid-1960s all residents had to contribute to the expansion of East Cosham Road when Southdown, Colville and Courtmount Roads were connected to East Cosham Lane. Passing bays were built to allow for the increase in traffic. Over time this has become a problem, even with the 20 mph restriction, which many drivers do seem to ignore. There has been an increase of vehicles being parked on the pavement on the lower slopes of East Cosham Road. This has at times become a problem for residents who have had difficulty exiting their drives (being unable to have a clear view of oncoming traffic and pedestrians). The proposed double yellow lines should be extended up to Southdown Road on both the East and West sides with provision for loading and unloading of delivery vehicles and other services. The entrance from Havant Road has been made narrower with a new pavement having been built by developers. In November a fire engine travelling south was unable to access Havant Road (having to reverse up to Southdown Road to gain an exit) even with vehicles parked halfway on the pavement of East Cosham Road. Therefore the proposal of double yellow lines on East Cosham Road should go ahead but with the extensions previously mentioned.

5. Relative of elderly resident, East Cosham Road

The proposed yellow lines on the east side of East Cosham Road should go ahead, but the free parking outside numbers 19, 21, 23 and 25 is a concern. It is important that there is safe parking for the carers that call twice a day. A limit on parking time would allow access for carers and visitors to park easily for short periods and prevent vehicles from the Churchill Retirement Apartments parking there long term.

6. Resident, East Cosham Road

The proposed double yellow lines on East Cosham Road might push vehicles to park further up the road, even though the road narrows beyond the point where the lines are proposed to finish. Some people are not considerate and will park their vehicles even where the road narrows, i.e. onto the grass verge. The yellow lines should therefore be extended to at least Southdown Road, or failing this, posts should be drilled into the grassy bank just outside numbers 33, 35 and 37. There are posts already in situ outside numbers 55 to 61. Vehicles parking on the grassy bank churn up the ground and also make the road even narrower.

Gunwharf Road

7. Resident, Portsmouth

Most of the current metered spaces in Gunwharf Road are empty for a large percentage of the day; if the current 3 hour spaces are changed to metered as proposed, there will simply be more empty spaces making a loss. The displaced vehicles will find other streets to park on and cause congestion in an already congested area. It would be better to leave the situation as it is, or even make the meters operational only between 0800hrs and 1600hrs (as PGS Sixth Formers go home by 1600hrs).

8. Director, Viviers UK Fish Market

The proposed changes to parking on Gunwharf Road from limited waiting to Pay & Display should not go ahead. Customers to the fish market are usually only on the premises for an average of 10 minutes and they would object to paying £1.60 for a minimum of 1 hours parking. Whilst the current situation is not perfect it is working, and if the proposed changes go ahead more people will choose to park on residential streets rather than Gunwharf Road which will cause congestion for residents.

Appendix C: Photographs illustrating the traffic issues in East Cosham Road





(End of Report)