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# NOTICE OF MEETING

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 11 JULY 2019 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057  
Email: [joanne.wildsmith@portsmouthcc.gov.uk](mailto:joanne.wildsmith@portsmouthcc.gov.uk)

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

### Group Spokespersons

Councillor Simon Boshier, Conservative  
Councillor Graham Heaney, Labour

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(NB This Agenda should be retained for future reference with the minutes of this meeting.)

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**Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.**

## AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 **TRO 18b/2019 Parking Restriction Proposals - Cobden Avenue, Holland Road, Dryden Avenue, Winter Road (Pages 5 - 26)**

The report by the Director of Regeneration is to consider the public responses to proposed parking restrictions in a number of locations in Portsmouth and to decide whether to implement the proposals. Objections were received to 4 of the 25 proposals within TRO 18/2019, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

**RECOMMENDED that:**

- (1) The 12-metre length of DYL in Cobden Avenue outside odd Nos.49-53 is not removed as proposed, and therefore remains in place;
- (2) The 16 metres of DYL proposed at the western dead end of Holland Road are not installed;
- (3) As proposed, DYL are installed on the south side of Dryden Avenue, the existing disabled bays are relocated to the north side and the proposed disabled bay is installed on the north side, with white line markings applied in front of the steps on the north side;
- (4) As proposed, DYL are reinstated in place of the 23-metre single yellow line in Winter Road between Wimborne Road and Evans Road.

**4 TRO 57/2019 Parking Restriction Proposals : Martin Road, Maidford Grove and Watermead Road (Pages 27 - 40)**

The purpose of the report by the Director of Regeneration is to consider the public responses to proposed parking restrictions in a number of locations in Portsmouth and to decide whether to implement the proposals. Objections were received to 3 of the 16 proposals within TRO 57/2019, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

**RECOMMENDED that:**

- (1) The 11-metre length of DYL in Martin Road in front of the shared driveway and No.55 is not removed as proposed, and therefore remains in place;
- (2) The 34 metres of DYL proposed on one side of Maidford Grove are installed;
- (3) Of the 67 metres of DYL proposed in Watermead Road, only the following are installed:
  - (a) West side, a 5m length both north and south of the junction with Sandpipers;
  - (b) East side, 8m of the proposed 38m is installed northwards from No.1.

**5 Speed Reduction - Locksway Road (Pages 41 - 62)**

The purpose of the report by the Director of Regeneration is to consider the public responses to the consultation regarding proposals to implement speed cushions on Locksway Road.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the installation of speed cushions along Locksway Road as set out in Appendix 1 of the report.**

**6 Safer Routes to School - Albert Road Zebra Crossing (Craneswater School) (Pages 63 - 76)**

To consider the responses to the public consultation regarding the proposals to implement a zebra crossing and associated traffic calming facilities outside Craneswater School on Albert Road.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the implementation of the zebra crossing and associated traffic calming adjacent to Craneswater School within Albert Road.**

**7 Air Quality Local Plan Update (Pages 77 - 84)**

This is an information report on the development of the Air Quality Local Plan.

The Cabinet Member for Traffic & Transportation is asked to note the report.

**8 Transport for the South East - Formal consultation on the draft proposal to government (Pages 85 - 96)**

The report by the Director of Regeneration responds to the consultation on the draft proposal to government for the establishment of a sub national transport body in the southeast: Transport for the South East (TfSE).

**RECOMMENDED**

**It is recommended that the Cabinet Member:**

- (1) Welcomes the draft proposal to establish a sub national transport body (STB) for the South East, to be known as Transport for the South East (TfSE);**
- (2) Approves the attached consultation response for submission to TfSE.**

**9 Transforming Cities Fund Tranche 2 Update (Pages 97 - 104)**

The purpose of the report by the Director of Regeneration is to provide an update on the success of the Portsmouth City Council's tranche 1 bid to the Department for Transport's (DfT) Transforming Cities Fund, and on the submission of draft Strategic Outline Business Case (SOBC) for tranche 2, in partnership with Hampshire County Council and the Isle of Wight Council.

**RECOMMENDED:**

- (1) That the success and progress of the tranche 1 Transforming Cities Fund (TCF) bid for Portsmouth and the South East Hampshire city region is noted;**
- (2) That the proposed candidate infrastructure projects, outlined in section 3.14, are endorsed, and are developed further for consideration within Strategic Outline Business Case for Tranche 2 Transforming Cities Fund for Portsmouth and South East Hampshire city region.**

**10 Residents' Parking Scheme Changes (Pages 105 - 112)**

The purpose of the report by the Director of Regeneration is to recommend ways of improving the residents' parking scheme to; encourage the use of cars with lower emissions, encourage car sharing, discourage students from

bringing cars to the city, make it easier for residents living near Residents Parking Zone boundary (RPZ) and to reduce displacement.

**RECOMMENDED:**

**(1) That the following variations to the Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016 are advertised and any objections considered at a future Traffic and Transport Decision meeting:**

**(i) The eligibility for permits is changed to exclude student halls of residents.**

**(ii) The procedure for issuing permits is changed to allow car sharing between people living in different zones by permitting the same vehicle to be issued with a permit for more than one zone.**

**(2) That the following variations to the charge for the issue of Parking Permits be advertised under the statutory notice procedure:**

**(i) The charges for permits are changed to allow households with one vehicle powered solely by electricity to obtain a permit free of charge and to reduce the charge for permits for those who have one vehicle which emits less than 100g of CO2 per Km for obtain permits to £15.**

**(ii) The cost of third permits to be reduced to £300.**

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<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	11 July 2019
<b>Subject:</b>	Cobden Ave, Holland Rd, Dryden Ave, Winter Rd: parking restriction proposals under TRO 18B/2019
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	Baffins, Central Southsea, Paulsgrove, Milton
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1. To consider the public responses to proposed parking restrictions in a number of locations in Portsmouth and to decide whether to implement the proposals. Objections were received to 4 of the 25 proposals within TRO 18/2019, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 18/2019 (pages 8-10)  
Appendix B: Public views submitted (pages 11-22)

In this report, DYL means double yellow lines.

## 2. Recommendations

It is recommended that:

- 2.1. **The 12-metre length of DYL in Cobden Avenue outside odd Nos.49-53 is not removed as proposed, and therefore remains in place;**
- 2.2. **The 16 metres of DYL proposed at the western dead end of Holland Road are not installed;**
- 2.3 **As proposed, DYL are installed on the south side of Dryden Avenue, the existing disabled bays are relocated to the north side and the proposed disabled bay is installed on the north side, with white line markings applied in front of the steps on the north side;**
- 2.4 **As proposed, DYL are reinstated in place of the 23-metre single yellow line in Winter Road between Wimborne Road and Evans Road.**

### 3. Background

- 3.1** Parking restrictions are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, or to accommodate an identified need.
- 3.2** A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. Should objections be received, a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.
- 3.3** Cobden Avenue: A request was made to remove the 12 metres of double yellow lines opposite the junction of Idsworth Road, as Cobden Avenue is no longer a bus route and parking is at a premium. Removing the double yellow lines would enable parking for 2-3 cars.
- 3.4** Holland Road: A vehicle received a PCN for parking in the MC Bramble Road area residents' parking zone without a permit, at the western end of Holland Road. The appellant felt there should be double yellow lines at the end, outside the houses and garages.
- 3.5** Dryden Avenue: Parking is only possible on one side of the road at a time, and has historically taken place on the south side adjacent to the pavement. When vehicles park on the north side, an unofficial chicane arrangement is created, sometimes leaving insufficient space for traffic to pass through, causing vehicles to reverse back or turn around to use an alternative route. This was demonstrated recently when a vehicle pushed through a gap instead of taking an alternative route, damaging parked cars and resulting in complaints direct from residents and via councillors. This incident also highlighted that larger vehicles could be obstructed or delayed from attending an emergency situation.





- 3.5.1** By relocating the existing disabled bays from the south side to the north side, it has been possible to propose a new disabled bay for an applicant on the north side that was previously refused due to insufficient kerb length being available.
- 3.6** Winter Road: Following the withdrawal of bus services from Winter Road, the on-street parking restrictions were reviewed, leading to lengths of double yellow lines being reduced to a single yellow line to enable evening and overnight parking. Unfortunately, vehicles overstaying on the single yellow line when it becomes operational has been causing traffic congestion and visibility issues. This particular restriction is between Evans Road and Wimborne Road, either side of Wimborne Infant and Junior Schools. It was therefore requested that the 24-hour double yellow lines be reinstated, leading to the proposal under TRO 18/2019.

#### **4. Consultation and notification**

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 18/2019 took place 25 February - 18 March 2019, with the following response:
- Cobden Avenue: 2 x objections  
Holland Road: 2 x objections  
Dryden Avenue: 10 x objections, 11 x support  
Winter Road: 1 x objection, 1 x support
- 4.2** Traffic Regulation Orders can be made in part. Therefore, the remaining proposals under TRO 18/2019 which received no objections will be brought into operation under TRO 18A/2019. Should the proposals within this report be approved, they would be brought into operation under TRO 18B/2019.

## 5. Reasons for the recommendations

- 5.1 The information and concerns received from residents have informed the recommendations. Responses are reproduced at Appendix B on pages 11-22.
- 5.2 Cobden Avenue: The objections relating to are deemed to be valid in terms of traffic congestion, visibility of pedestrians and cyclists, space for larger vehicles to turn etc., indicating that implementing the proposal could have more disadvantages than benefits.
- 5.3.1 Holland Road: It would not be possible to enforce an obstruction of the garages accessed from the western end of the road without double yellow lines in place, as there is no footway, vehicular crossing point (dropped kerb) and no restrictions at the dead end. However, the residents of both Lorne Road properties have objected to restrictions as they regularly park outside their garages in Holland Road to charge electric vehicles. Residents are able to park adjacent to garages and dropped kerbs for their properties within residents' parking zones, as they cannot obstruct their own access. The residents have been made aware that should a vehicle park in front of their garages, no enforcement can be undertaken.
- 5.3.2 The proposal to extend the parking bay on the south side of Holland Road, also included in TRO 18/2019, received no objections and will be implemented accordingly. This will prevent vehicles squeezing into the gap at the dead end on the south side and parking without a permit.
- 5.4 Dryden Avenue: In recent years, an increasing number of dropped kerbs for driveways have been installed on the south side of Dryden Avenue, significantly reducing the public on-street parking available. Following concerns about the road being obstructed, coupled with the recent incident described in paragraph 3.5 above, requests were made to relocate all parking to the north side, to improve on-street parking provision and prevent obstruction to traffic, and the proposals were put forward via TRO for consultation. The majority of properties on the north side of the road are unable to apply for dropped kerbs / driveways due to the grass verge of fairly steep gradient, steps and planting.
- 5.4.1 Advantages to parking on the north side:
- Unrestricted view of approaching traffic when exiting driveways and vice versa. The view can be restricted due to vehicles parking either side of the dropped kerbs;
  - The north side of Dryden Avenue can accommodate parking for more vehicles than the south side, which continues to be reduced as more dropped kerbs for driveways are installed;
  - Residents currently have to negotiate passage between parked vehicles either side of dropped kerbs when leaving driveways and are unable to start turning until the vehicles are cleared;



- Whilst some residents also park alongside their dropped kerbs (as they cannot obstruct their own driveways) these parts of the highway are not available for general use. The majority of residents' vehicles are parked on the driveways as intended;
- A disabled bay that it was not possible to approve previously due to lack of space, will be able to be provided on the north side for the resident who lives there.

#### 5.4.2 Disadvantages to parking on the north side:

- There is no footway and drivers/passengers may alight onto the grass verge, which can become muddy and slippery in Winter;
- If the north side is fully parked on there will be no space for vehicles to pull in and give way to traffic travelling in the opposite direction. However, the vehicle crossovers (dropped kerbs) could be used, which are constructed for vehicle use and require drivers to be aware of any pedestrians before entering or exiting driveways across the footway;
- Some residents are concerned they will have less room to manoeuvre onto and off driveways with vehicles parked opposite, and may have to use part of the footway. See above point. Those with larger vehicles may not be able to access the drive with another vehicle also parked off-road or without several tight manoeuvres.

**5.4.3** Unfortunately, there is insufficient funding available to carry out the engineering works required to remove the grass verge and construct parking. Relocation of utilities services and cables currently under the verge would also be required. Verge-hardening in Dryden Avenue would require a significant portion of the budget that has been identified for 10 roads in the Paulsgrove area.

**5.5** Winter Road - Vehicles parking illegally on the newly-introduced single yellow line is enforceable, but Civil Enforcement Officers cannot always be present. Given the busy location opposite the Co-Op store, in close proximity to schools, and the information provided during the consultation, the safety concerns take precedent over part-time parking availability.

## 6. Equality Impact Assessment

**6.1** A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

**7. Legal Implications**

- 7.1** 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.
- 7.2** 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.
- 7.3** 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.

**8. Director of Finance's comments**

- 8.1** The costs of these works is unlikely to be greater than £1,000, the cost of which will be met from the On Street Parking budget.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
28 emails	Parking team, PCC

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

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation



## Appendix A: The public proposal notice for TRO 18/2019

### THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.18) ORDER 2019

25 February 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4, 32, 35 and 36 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and in accordance with parts III and IV of schedule 9 to the 1984 Act, to effect:

#### A) NO WAITING AT ANY TIME (double yellow lines)

1. **Bettesworth Road** Both sides from its junction with Ernest Road and in an easterly direction for a distance of 4 metres
2. **Blackfriars Road** Southwest side, a 7m extension of the double yellow lines north-west of Forbury Rd, past the entrance to Wilmcote House parking area (see E1 below)
3. **Blenheim Court** East side, extend the double yellow lines southwards by 22m
4. **Cheriton Road** South side, a 3m length eastwards from its junction with Fair Oak Road, up to the side of No. 18 Fair Oak Road.
5. **Dryden Avenue** South side, the full length, 171m (to ensure parking only takes place on the north side next to the grass verge, where more parking is available. See G and H below)
6. **Ernest Road** East side from a point 1 metre north of its junction with Bettesworth Road to a point 1 metre south of that junction
7. **Holland Road**
  - (a) North side, an 8m length outside Nos. 44 and 46
  - (b) Across the western dead end
  - (c) South side, a 2m length outside No. 5
8. **Kestrel Road**
  - (a) East side, a 29m length southwards from Sparrowhawk Close, adjacent No. 13
  - (b) West side, a 5m length northwards from its junction with Woodpecker Way
9. **Lime Grove** West side, from its junction with the south side of the access road by No. 1 in a southerly direction for a distance of 6m
10. **Mariner's Walk** East side, a 5m extension southwards from Moorings Way, adjacent No. 66
11. **Mayfield Road**
  - (a) South side, a 5m extension to the double yellow lines west and east of Kensington Road
  - (b) North side, 5m extension to the double yellow lines west of Kensington Road
12. **Pepys Close** East side, extend the double yellow lines the full length, 140m
13. **Sennen Place** Northwest side, a 13m length adjacent No. 36
14. **Taswell Road**
  - (a) North and east sides, extend the double yellow lines eastwards from the car park entrance up to the eastern end and in front of the school gates
  - (b) South side, a 6m length westwards from the eastern end
15. **Turner Road**
  - (a) South side, a 6m length west from 17m north-west of its southeastern end
  - (b) Southeastern end, a 12m length between the parking on north and south sides
16. **Woodpecker Way** Northwest side, a 3m length south-westwards from its junction with Kestrel Road

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

1. **Merrivale Road** South side, a 3m length west of the rear service road, adjacent No. 424 London Road
2. **Prince Albert Road**
  - (a) East side, a 5m length south of the junction with Methuen Road
  - (a) East side, a 4m length south of the junction with Reginald Road



**C) REMOVAL OF NO WAITING AT ANY TIME (double yellow lines)**

1. **Cobden Avenue** North side, the 12m length opposite the junction of Idsworth Road, outside odd Nos. 49-53

**D) CHANGE FROM SINGLE YELLOW LINE (No Waiting Mon-Fri 8am-6pm) TO: NO WAITING AT ANY TIME (double yellow lines)**

1. **Old Wymering Lane** East side, between the junctions of Medina Road and Herne Road

**E) REDUCTION OF PARKING BAY (3-hour limited waiting)**

1. **Blackfriars Road** Southwest side, reduce the parking bay north-west of the entrance to Wilmcote House parking area by 4m (vehicular entrance coming into use)

**F) EXTENSION OF PARKING BAY (MC Bramble Road area parking zone)**

1. **Holland Road** South side, extend the parking bay outside No. 5 by 1m towards the western end

**G) RELOCATION OF DISABLED BAYS FROM SOUTH SIDE TO NORTH SIDE**

1. **Dryden Avenue** Outside Nos. 33, 41 and 43 to be moved to the north side in conjunction with all street parking

**H) DISABLED PERSONS' PARKING PLACE (available to Blue Badge holders only)**

1. **Dryden Avenue** North side, outside No. 28

**I) REMOVAL OF NO WAITING MON-FRI 7-11AM (single yellow line)**

1. **Chichester Road** South side, the 5m length west of Paulsgrove Road (outside former shop)

**J) CHANGE FROM SINGLE YELLOW LINE (No Waiting 8am-6pm) TO: NO WAITING AT ANY TIME (double yellow lines)**

1. **Winter Road** East side, the 23m length between Wimborne Road and Evans Road

**K) CHANGE OF OPERATING TIME OF LIMITED WAITING BAY (8AM-6PM TO 8AM - 8PM)**

1. **Fawcett Road** East side, the 30m bay between Percy Road and Jessie Road

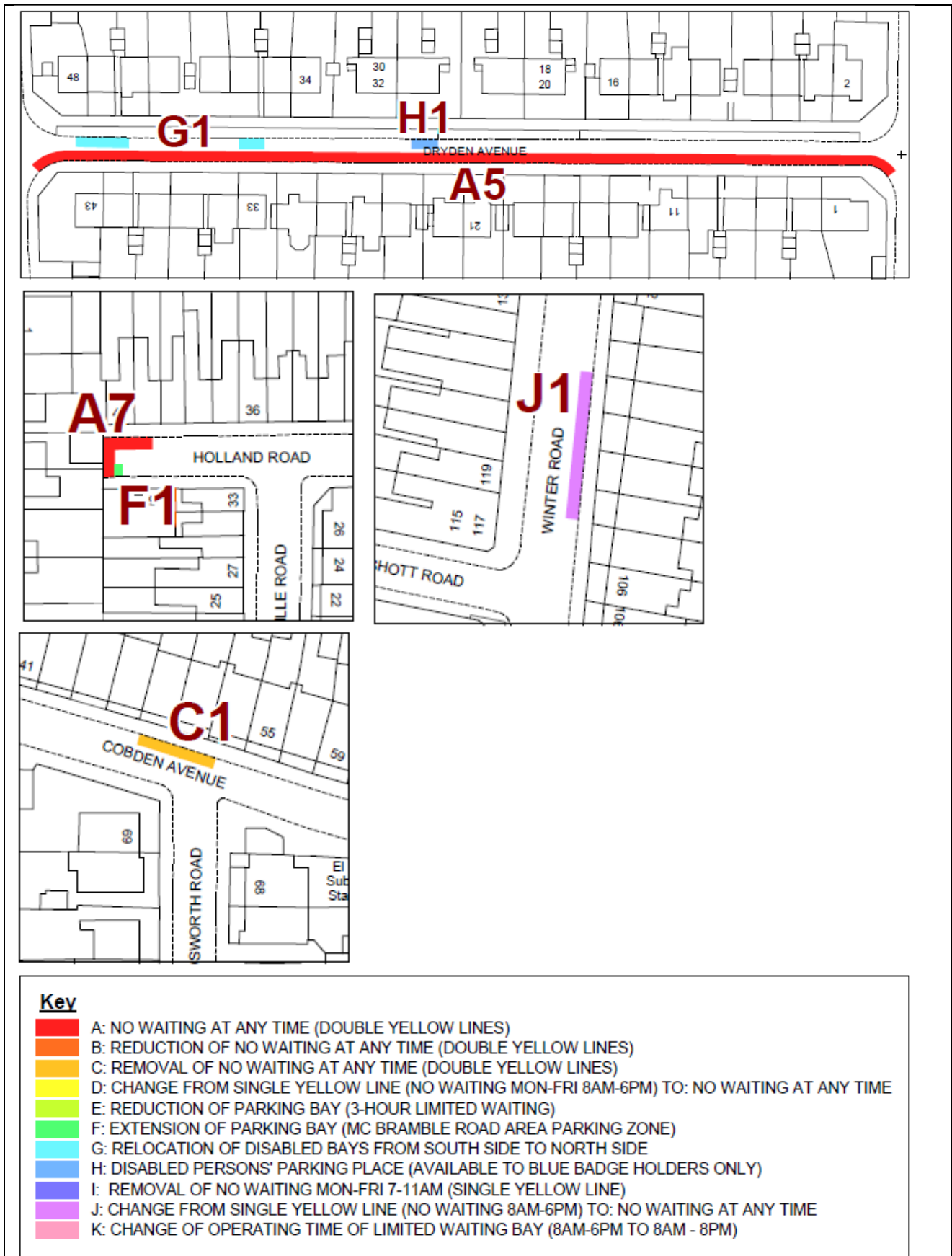
To view this public notice on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2019'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 18/2019** by **18 March 2019** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public, anonymised. If the proposals require approval at a public meeting, representations are included in the published report, also anonymised.

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

PLANS: Dryden Ave (A5, G1, H1) - Holland Rd (A7) - Winter Rd (J1) - Cobden Ave (C1)



## Appendix B: Public response to the proposals

<p><b>COBDEN AVE OBJECTIONS: Removing the 12m DYL opposite Idsworth Rd</b></p>
<p><b>1. Resident, Cobden Avenue</b></p> <p>I am strongly objecting to this proposal for a matter of safety, both in human form such as Pedestrians, cyclists, children walking to school, dog walkers walking to park and fields as well as to occupied vehicles and parked vehicles. Not to mention should a fire engine/emergency vehicle require to turn in / out of idsworth onto Cobden or visa versa.</p> <p>Removal of this double yellow will create more dangers, cars not being able to move easily, congestion, reversing, blind spots, parked cars damaged due to tight turning angles.</p> <p>Having witness only today several close interactions at the bottom of Idsworth and Cobden, the only relief is drivers are able to swing around due to the double yellows not allowing cars to park giving maneuverability. Removing these double yellows and allowing cars to park will have a dramatic effect and direct impact to those close by including noise pollution of cars having to use horns to warn people in blind spots, congestion, and increase in fumes, decreasing the air quality where cars/vans have to shunt back and forth to fit around the corner.</p> <p>Please please please do not change this.</p> <p>Please let me know how many signitures are needed to oppose this and will collect from the local residents as I know they will all agree. Only having 4 weeks' notice via a lamp post isn't good enough. With an aging population, only seeing a small notice on a lamppost with small detailed and generic writing isn't enough to create awareness to those who will be impacted the most.</p>
<p><b>2. Baffins Ward Councillor</b></p> <p>Several residents have contacted me opposing this and I agree with them 100% Cars speed down Cobden and Stanley Avenues and many children cross these roads in order to get to Westover School and I'm surprised no child has been seriously injured particularly since the School Crossing Patrol wasn't replaced when the last lollipop lady retired a few years ago. So please cancel this proposal.</p>
<p><b>DRYDEN AVENUE OBJECTIONS: Relocating parking from south side to north side, adjacent to the grass verge</b></p>
<p><b>3. Resident, Dryden Avenue</b></p> <p>I believe your purposed plan will not work due to the road being congested, people will park over the border of my driveway and other residents driveways on the north side. What you could do is whilst your painting double yellows on the south side, at the same time you could get some white paint and paint the appropriate white line marking the area of the dropped curbs on the road.</p> <p>What I purpose is resident permit holding parking on Dryden Avenue. This would stop people from other roads in the area from parking on the road therefore reduce the amount of cars and provide more spaces on the road for the residents.</p> <p>I'm sure all the residents in Dryden would be happy to pay for a permit. If this all comes from a car damaging a car parked and the south because of a car parked on</p>



the north side, then do something about people parking there because an emergency vehicle wouldnt be able to get through whilst the car is parked there.

My conclusion is I cannot support your current plan and my answer is no. Permit holding parking is more suitable.

*Officer's comments: We are working through an approved Residents' Parking Programme of Consultation, which is based on the demand from residents. There have been no requests for residents' parking permits in Dryden Avenue or neighbouring residential roads. However, parking zones allow permit holders to use any road within the zone, and therefore residents of adjacent roads could continue to make use of any free parking spaces in Dryden Avenue and vice versa with permit system in place.*

#### **4. Resident, Dryden Avenue**

Whilst I accept that something needs to be done the proposed solution will cause more problems unless the road is made a one way street !

I have on numerous occasions seen drivers become angry, myself included, when forced to reverse sometimes for some considerable distance to allow passage of an oncoming vehicle.

This can be extremely dangerous at the junctions at either end of the avenue where vision is restricted and the driver approaching up the hill is convinced that the road belongs solely to him!

I would add that a 20 mph limit is indicated and totally ignored!

I look forward to seeing the lines being painted

#### **5. Resident, Dryden Avenue**

We are against this decision. We have small children who have car seats. We have been advised to park and drop the kids off so they get out onto the road, avoiding the grass verge and then parking the car around the other way so the driver can get out onto the road. How is this possible when there is not enough room to get kids out on the same side due to the car seats being in the way. I will also never leave my children standing on the path whilst i park my car to make sure i avoid the verge. My children arent old enough to be roadworthy. I dont appreciate having to stand on a muddy verge to get in and out of the car. I do not wish mud to be walked through my house either. This could be dangerous for my children to slip on as the footpaths to the pavement will also be parked across by cars, leaving us with only the muddy verge to walk on. We have been advised this is because of the amount of dropped kerbs that have been put in on the southside but this week they are still allowing dropped kerbs on the side as another one has just been finished. This is unfair as its because of them being allowed a dropped kerb we have now been resided to parking on the north side and exiting our car onto the grass. We have applied for a drive and been declined. This was rather unfair and we have been poorly treated as a mirror image house on the north side has been agreed a dropped kerb 6 months previous to us putting in planning permission. This road seems to be very unfair when it comes to drives dropped kerbs and disabled bays.



**6. Resident, Dryden Avenue**

I have become aware that vehicles have been damaged due to lack of consideration of parking and emergency vehicles would struggle to gain excess if required too.

We have lived here for many years and the parking situation has never been so bad and is forever getting worse with new families moving to the area that own more than 1 car per household.

We have tried to help with the parking situation but applying for off-road parking 3 times over the past 5 years however have been rejected. The main issue being a small tree which would be situated on the edge of the drive way and wouldn't interfere with gaining excess off and on our front garden. Recently, work is being carried out on Browning Avenue where trees have been removed or cut back, can't understand why this is a problem for us when it can be done. We have noticed more recently new drives are being constructed on the north side where we are situated and the same with other surrounding roads in poets corner. Homeowners on the south side have no issue with having off road parking approved and this doesn't help with making the parking so restricted along with more disabled bays. I have approached Local contractors carrying out any work and they inform me that the regulations for off road parking has changed, Surely by granting permission for any application for off road which comes at a cost for the homeowner would benefit all?

I agree without a doubt that something has to be done with the parking in Dryden Avenue, but unsure if just moving the parking to the north side of the street is the answer as this would gain only a few spaces. Recently, I have seen on social media people's concerns are accessing there cars on the grass verge would be a issue especially in rainy damp conditions this could be dangerous I would much rather prefer my own off road parking for the safety of my family and our vehicles.

Please advise on new parking regulations for off road parking as I think this is the way forward, also I would like to be updated for future plans to help ease parking in general.

**7. Resident, Dryden Avenue**

If the grass was being removed from the north side, I would welcome the change. However, I think with the grass left in place, it will come with many problems. With heavy rainfall, the grass turns into very slippery mud, which would not be nice to get out of your car, and step onto. A councillor has suggested that the driver could pull up and drop any passengers onto the road, and then the driver can drive off, turn around, and get out, roadside as well. Personally, I don't think that's very environmentally friendly, ie: carbon footprint. Also, what about drivers with small children? Another resident has two small children, both sat in the back in car seats, is she supposed to get one child out, leave him on the pavement, while she turns the car round, so she can get out on the roadside, and then get her other son out as well? Another issue, with the cars parked all along the north side, will mean all the pathways will be blocked. That will mean that we will all be treading onto the grass verge anyway. I'm disabled, and can go off balance from time to time, so for me, with a walking stick, I'm certainly not looking forward to possibly walking on mud, because a car is blocking the pathway. Also, the further up the road, heading to Wordsworth Avenue, the grass verge gets steeper. Surely this will mean if





people are happy to get out onto the grass, they won't be able to even open their car doors anyway.

As you can see, this idea is filled with problems, and for these reasons, I am very much against the idea.

Can I add, I don't think it's fair for people with drives to have an opinion on this. The reason I say this, is that I've noticed on a councillor's Facebook page, one resident of Dryden Avenue is very much for the change, but he won't be affected by it, as he has a drive on the South side. I can't help but think that the change will only benefit him, as it will make it easier for him to come in and out of his drive, because they'll be no cars surrounding his entrance.

Can I add, if the parking stays the same, it might be a good idea to put posts along the grass verge, as they are already outside my house, which has stopped the parking on the grass. Also, it would be a good idea to put double yellow lines on the north side, which will put an end to people parking opposite driveways, as I understand, it's because of this, that has caused the crashes.

#### **8. Resident, Dryden Avenue**

My only concern about the proposal will there be double yellow lines on the north side junctions(10 Mtr rule)as i have reverse off my drive around a tree. if cars are parked towards the junction on the north side my vision will be limited.

*Officer's comments: Double yellow lines can be considered in response to an identified issue, so that a suitable proposal can be put forward. However, these would be in response to an identified traffic congestion or road safety issue and not for the sole purpose of improving access to private parking.*

#### **9. Resident, Dryden Avenue**

A lot of the problem is the amount of vehicle's each property has. Some properties having 3/4 vehicles. The properties with dropped kerbs actually take more cars off the road as they house 2/3 vehicles often helping neighbours who can't park. There are many work cars and vans, sometimes very large that add to this problem of parking. Do they really need to come home and sit alongside residents cars ?

Have parking permits been considered ? Free for one vehicle and a charge for any additional vehicles to include work vehicles, charges increasing as amount of vehicle's per household required.

As for resident with access to hard standings they have already paid a considerable amount of money to have this feature. I know as I paid just under £1,300. I also allow a neighbour who owns 2 cars (he is the only driver in his house) to park next to me on my hard standing as a neighbourly gesture.

If everyone parks on the North side, the passenger will always get out onto the verges, which will become ruined and dangerous when wet, not to mention dogs mess they may tread in. Unless you propose to cut bays in around the tree's and add steps. As it is an Avenue trees must remain.



#### **10. Resident, Dryden Avenue**

Firstly, we fully agree there is clearly are issues on Dryden Avenue mostly for emergency vehicles but we don't feel that putting lines on the south side is going to solve the issue.

In the current parking arrangements we are in a strong position to comment as we are probably one of the worst effected parts of the avenue. Our whole terrace has driveways and the road opposite is where most of the congestion is happening with people parking on the north side sometimes on the verge and sometimes on the road which in turn blocks the road and creates a zig zag effect for all oncoming vehicles.

With these new parking arrangements we am concerned that whilst it solves the issue of having cars parked on each side of the road it creates various new issues. we will list these below.

- The road on Dryden Avenue is only 16.5ft wide. Putting double yellows on the south side of the road will have cars parked on the north side of the road. Now the average width of a car is between 5.5ft and 6ft this is excluding the commercial vans that we have down here which are wider. That leaves an approximately between 10.5ft and 11ft of road to navigate down. People are not going to park directly against the kerb on the north side because they aren't going to want to get out of their cars onto the grass verge it's dangerous and slippery when wet and people will be prone to injury. I have seen suggestions that people should let their passengers out first before parking to avoid this scenario but lets be honest we don't live in a perfect world so this clearly won't happen. If people are willing to obstruct the road for emergency vehicles you can certainly assume the same people will naturally park further away from the kerb to compensate for not wanting to get out on the dangerous slippery grass verge thus reducing the road space even further. This leads me onto the next problem.
- Drives are tight. If our car is parked on our drive and the neighbours have both their cars parked on their drive there is probably less than 3ft between the cars. When cars are currently parked opposite our drives on the north side it is incredibly difficult to get on and off our drives. Trying to navigate that onto our drive at already acute angle with the added hazard of cars parked on opposite on the north side reducing the turning space and our neighbours cars on their drive to the right is already a struggle. To think that this could be a permanent and daily occurrence is just not on and is likely to cause more accidents of trying to manoeuvre off our drives.
- We bought our house on the south side knowing it had an easy access drive. If people are purchasing or even renting on the north side they should have done their research about the parking arrangements of the road. This includes if they they are able to install a driveway. Residents of the south side shouldn't be penalised because of this. We fully understand that some residents on the north side have lived down here a long time and historically dropped kerbs were a lot less common but this is an issue that the council could have created and should have done more to avoid. The council are responsible for overseeing applications for dropped kerbs and the fact that you are accepting applications knowing that this



reduces parking spaces for residents on the north side should be taken into consideration. The residents on the south side shouldn't be penalised for the councils mistakes of allowing to many dropped kerbs. Our drive is historic and not one that was installed recently.

We fully understand that the problem does need addressing and ultimately it will likely be one side of the road being double yellowed but we are confident that it has to be the north side. Whilst people are comparing Chaucer's situation to ours on Dryden there is a lot more drives on the south side of Chaucer than there is on Dryden. There is also a lot less drives on the north side of Chaucer where as we have more drives on the north side of Dryden.

Whilst it is paramount access to the road is not obstructed it should not be at the cost of reducing space for people with drives on the south side. As I mentioned earlier the council are responsible for dropped kerb applications you have created this mess by accepting to many applications without thought for parking arrangements. This is why verge hardening is the only solution that truly solves the issue. I understand it may be a huge initial cost but quite frankly the council have created this mess and should be doing everything they can to get us out of it. I have gone into more detail about this and other possible solutions below.

Solution 1: Harden the verge! I understand that engineers have been out and said this is not cost effective but this is the ONLY solution that fixes the problem once and for all. There may be a big cost initially but it's certainly future proof. Cars are only getting bigger and more households are typically owning more than 1 car. and most importantly it's the SAFEST and makes everybody happy. Putting double yellows on either side is a hazard in itself and history has already shown with Chaucer that there will always be arguments for which side should be double yellowed. For a road that is already so narrow and it is deeply concerning that the council would propose this as a solution do you really do you honestly think having people parking against a steep grass verge is a solution? it really does feel like a half hearted effort. I must stress the council must do the right thing and go with this solution. Regardless of cost.

Solution 2: Double yellow south side and north side partially. Going back to my point on drives being tight. Between number 31 and 25 there are a total of 3 drives and 6 vehicles. Being the part of the avenue that is the most effected by the current arrangements my proposal would be to double yellow the entirety of the south side and partially the north side opposite our terrace to allow safe manoeuvring off our drives. Other parts of the road don't need this as their drives aren't as close together as these. The same is Chaucer is currently. This solution solves the issue with emergency vehicle access and keeping everybody on the same side but also keeps the issue of the limitation of parking spaces. But this proposal was built around safety and emergency vehicle access not lack of parking. This solution achieves that but at the cost of parking spaces (There are an average of 4 vehicles maximum that use the grass verge to park on currently so I don't see this one being a huge issue)

Solution 3: Double yellow north side. The same is Chaucer is currently. This solution solves the issue with emergency vehicle access and keeping everybody on



the same side but also keeps the issue of the limitation of parking spaces. But this proposal was built around safety and emergency vehicle access not lack of parking. This solution achieves that but at the cost of parking spaces (There are an average of 4 vehicles maximum that use the grass verge to park on currently so I don't see this one being a huge issue)

Thank you for taking the time to read this email and for giving us a chance to give our opinion. I do hope that the council can make the right decision and we can get a solution that is right for everybody on Dryden Avenue and that is the hardening of the verges. This is after all the safest and most beneficial solution for all. Please look at the bigger picture in regards to the cost.

### **11. Resident, Dryden Avenue**

I do not want the parking moved to the north side of the road, I propose parking to stay on the south side and to put yellow lines on the north side. The road is far too narrow to put cars on the north side, it will be a struggle for residents to drive out of their drive ways, this could also cause more accidents in the future as cars do not tend to park close to the kerb and more out into the road which then makes the road even more narrower! This is dangerous especially when we have large vehicles and vans parked down this road regularly.

It is also dangerous having cars parked on the north side of the road as there is a steep muddy verge and people will have to walk on the steep muddy verge to get out of their vehicles (Which also will make the road look very unsightly and ugly). This will be even more dangerous when the weather is colder and starts to snow or become icy, how are people (including the elderly) going to use the icy stairs to get to their cars or walk down the icy verge? This is very unsafe and is an accident waiting to happen.

The north side residents were aware of the parking situation before purchasing their properties. The south side bought their houses knowing it had easy access to drives and now should not be penalised because of this. I bought my home on the south side for more money because it had a drive way and easy access and now this is going to be taken away? It really isn't fair and I do not feel this is a good solution.

I feel the grass verge should be hardened which would mean more space for the road and everyone would be happy. As I understand I am aware an engineer came out and said this is not cost effective however this is the best solution and fixes the problem once and for all. Cars are only getting bigger and bigger and more families are getting more cars which adds to this problem. Getting rid of the grass verge is the SAFEST option and I feel the council should not choose the cheaper alternative to save money when people's lives are in danger and it is a high risk.

Putting double yellow lines on the north side solves the issue with emergency vehicle access and keeping everybody on the same side but also keeps the issue of the limitation of parking spaces. But this proposal was built around safety and emergency vehicle access not lack of parking! This solution achieves that but at the cost of parking spaces (There are an average of 4 vehicles maximum that use the grass verge to park on currently so I don't see this one being a huge issue)



especially if its meaning making people vulnerable.

Please do not put parking on the north side, the council previously approved all of the dropped kirbs creating this issue, the council need to now rectify this problem that they have created and not choose the cheapest option. The grass verge has no purpose and is pointless so by getting rid of it it would solve all problems! We also pay council tax like everyone else and surely our money should be going on something important like this which would benefit the whole road. Our road surface is in an extremely poor state also, there has been no money spent on this road in many many years and I feel it is now about time that Dryden Avenue was sorted out properly.

## **12. Resident, Dryden Avenue**

I have a couple of questions about the proposal to change the current arrangement that I hope you don't mind answering.

Firstly I'd like to ask if the change will affect us applying for a dropped kerb and driveway to our property? We have applied in the past and were declined, the reason given was that the incline on the grass verge was too steep, however, since then a dropped kerb and driveway has been given permission in the road further up from us, Shelley Avenue. The incline on the grass verge there is significantly steeper than the grass verge in Dryden. This must mean that the rules have changed so we were going to reapply for a dropped kerb and driveway in the next month or two.

If we were to be given permission we could easily get 3 cars on a driveway on my property.

Secondly, if the changes go ahead will the grass verge be modified?

I am asking this because it means that if there are two people getting in or out of the car, one will have to be on the grass verge which at times is slippery/muddy and not safe.

Also our car doors get stuck in the mud when opening and closing.

Lastly, there are some steps outside my neighbours property that my elderly neighbour relies on, my concern is that people will block them when parking which will hinder her being able to go out. She has people that come and collect her and they park right where the steps are so she doesn't have to walk too far, she has several health issues.

Unfortunately, while this change may solve the problem of staggered parking, it won't solve the problem of there not being enough parking spaces!

The people on the south side who have more than one vehicle will still be taking up spaces on the road, because they can only fit one car on their driveway and with the disabled bays that are absolutely necessary being on the north side I fear that the parking situation for us on the north side will only be made worse.

We are at an unfair disadvantage.

My next door neighbours have also been declined permission for a dropped kerb and driveway in the past and they too would get more than one vehicle on a driveway, I know they are as concerned about the changes as I am.



**DRYDEN AVENUE SUPPORT**

**13. Resident, Dryden Avenue**

I am writing to support the proposal of double yellow lines in Dryden ave on the South side. It will enable me to have a Blue Badge parking bay, as it was previously refused on the south side. We desperately need this to happen as parking is really bad in Dryden.

**14. Resident, Dryden Avenue**

Brilliant idea and a long time coming. Makes complete sense to have parking on the north side. This will make more spaces as less dropped kerbs on north side. My car has also been damaged at the rear whilst on my drive. Possibly as a result of the parking on alternate sides (vehicles moving over to get through). Most nights the road is obstructed and emergency services would not get through. Hope this will be carried out as soon as possible to avoid any more damage to vehicles, and allow emergency services access should it ever be needed.

Parking spaces may be reduced because of dropped kerbs but swings and roundabouts. A dropped kerb means one possibly two vehicles off the road.

**15. Resident, Dryden Avenue**

I think the proposal is a great idea. Being one of the many driveway owners I find it VERY frustrating having to ask people to move when they park over the entrance. Sometimes having to knock three or four Doors just to find the culprit. Also when there are cars parked either side AND opposite I find it almost impossible getting on my drive way. As parking is limited people also park dangerously on the corners of the road and even on the pavement on the corners. Having to zig zag past parked cars is dangerous and quite frankly ridiculous due to some of the parking.

**16. Resident, Dryden Avenue**

We would be in favour of cars parking on the north side of the road creating 12 extra parking spaces and making it possible for emergency and larger vehicles to safely drive along our road

**17. Resident, Dryden Avenue**

I am in full favour of installing double yellow lines on the south side of the road, it will stop parking on alternate sides and hopefully stop any more damage to parked cars and the need to park up on the grass verge as is the case now.

We have been worried with the way parking has been, that if there was an emergency how would vehicles get to the incident.

Looking forward to the lines being painted.

**18. Resident, Dryden Avenue**

As a resident for many years in Dryden avenue I have seen the parking in this road slowly deteriorating. The parking was a problem back in the late 1990s in this road and the main reason we had a driveway installed as we could never park near our house and we had a young baby at the time, fed up of coming home with a carfull of shopping and a baby in a carseat and not being able to park even worse when it was raining. Overtime more residents had drives installed and this reduced parking for those on the northside of the road. As a consequence some neighbours have



become a little inconsiderate towards others in regard to parking.

We wrote to the council a few years back suggesting the double yellow lines in order to ease the congested parking and to create extra spaces but we were informed that it was too costly.

We have seen and heard about the unfortunate behaviour of residents in a nearby road where people have become aggressive towards each other and while that has not happened here I,m concerned it is only a matter of time before this happens in our road.

I know our local councillor has worked very hard to get this measure implemented in the road and we have been able to speak with her and she has always welcomed and listened to our thoughts and complaints and that of other residents in the road and acted accordingly. She has always kept us informed and we are very happy to have such a hard working councillor who cares and does what she says.

I would like to thank the council for agreeing to this measure in Dryden Avenue as I believe it will make the parking easier for those without drives by creating extra spaces and for those of us with drives that struggle to get out of drives because cars are overing hanging on entrance lines.

**19. Resident, Dryden Avenue**

We are unable to have our own kerb dropped on the north side so would be in favour of double yellow lines on the south side even though there would not be enough room to accommodate all the cars in the street on the north side.

**20. Resident, Dryden Avenue**

The proposal of double yellow lines on the South side can only bring positive things to the road.

Over the years it has become harder to park and with approx 13 dropped kerbs now on the South side it has seriously reduced the amount of spaces available in the road for residents to park in.

Some parts of the road we now have people parking on the North side which creates a zig zag to drive from one end to the other and should a larger vehicle enter the road it may not be able to get through.

Should this be a fire engine it would stand no chance of getting through in an emergency.

Recently one elderly resident did have their car hit by another vehicle causing a lot of damage.

It has resulted in some people shuffling cars around to hold spaces or badly parked cars in a space where 2 cars could park hence reducing parking even more.

With yellows installed and cars parking on the North side it will also prevent other vehicles parking up on the grass verge and turning that into a muddy eyesore.



The installation of yellow lines will enable people with drives to park on them without their drives being obstructed and gain approximately 12 extra spaces back on the street.

A local councillor has worked hard with the residents to try and solve the issues and this way forward is by far the only and best solution.

**21. Resident, Dryden Avenue**

Just a short email to support the proposal to introduce double yellow lines on the south side of the roads to enable parking on the north side.

I feel that this will allow more vehicles to park in our road.

**22. Resident, Dryden Avenue**

We think the changes are a good idea, however, we are concerned about people then parking in front of our driveway and blocking access. There are currently no road markings to stop people from parking in front of our driveway so would like the appropriate road markings put in place in front of our property please when the parking arrangements are changed.

**23. Resident, Dryden Avenue**

I don't object to the proposals for double yellow lines on the south side of the road. The parking congestion is bad enough at the moment, with cars parking over my drive most days I think that will get worse. Could I ask for double yellow lines in front of my driveway.

**HOLLAND ROAD OBJECTIONS - DYL at the western end outside the garages**

**24. Resident, Lorne Road**

I have a back entrance and garage in Holland Road. I object to the proposals as they would prevent me parking my vehicle outside my garage. I have a resident's permit and obviously require access to my garage. I think I should be able to park outside my garage.

My neighbour has suggested a single white line instead, which I have no objection to as I understand that that would still enable me to park there legally.

Could you please inform me of any developments regarding this please? I do think that the Council should have informed me by letter as this has a direct bearing on my property.

**25. Resident, Lorne Road**

We would like to object to the proposal to add double yellow lines to the western dead-end of Holland Road for the following reasons:

1. For many years we have been parking on the road outside our garage without a problem. We do NOT obstruct any other vehicle, or the entrance to the adjacent garage, and by parking outside our garage, we free-up one parking space in the road.
2. We are not trying to avoid paying for residents' parking. Both cars we own have permits.
3. We own an electric hybrid car, which requires charging. The only feasible





way we can do this is outside our garage, so that the cable does not pose a hazard to others, which would be the case if we had to charge it in Lorne Road, as it would have to trail across the pavement. We bought the car because we wished to convert to a more green technology and contribute to reductions in air pollution in the city.

4. The garage we own is not wide enough to enable us to open car doors once inside. We are carers for our grandchildren and therefore it is important we are able to take them in and out of the car safely. We cannot do this inside the garage. At the moment, we are able to do this safely by parking outside the garage.

5. If double yellow lines are installed in the locations shown on the map you have provided, 2 car parking spaces would be lost in Holland Road, which goes against the purpose of residential parking.

6. When we phoned the council about this proposal, it was suggested that the reason for the double yellow lines being installed was because someone was parking outside the adjacent garage without a parking permit, and therefore an objection was made. It would appear that the objection was not made by the owner of the adjacent property, who would be the only resident affected by this.

What we would like to propose is that a single white line is installed in the same location as the proposed double-yellow lines. This would enable our neighbour and ourselves to park outside our garages, and to access them if needed. Any extension of the parking bay on the northern side of the road would probably restrict access to the neighbour's garage, as the garage is partially on the pavement. On the southern side, if the proposed extension to the parking bay is too long then it might result in a car being blocked in if we park outside the garage.

We understand we may need to apply for a white line to be installed and that we would be required to pay for it. If this is the case, we would be willing to do so. We understand that our neighbour, who owns the adjacent garage, supports a white line being installed.

We understand that a white line is advisory, and that it is not the council's role to take action if someone chooses to ignore the white line and park there. This is the case in many parts of the city, and in our experiences most road users respect the fact that they mark the entrances to garages and should not be obstructed.

Therefore, we would request that in the short term, double yellow lines are not installed in this location, which would then enable us to apply for white lines to be installed.

#### **WINTER RD OBJECTION - Reinstating the DYL instead of single yellow line**

##### **26. Resident, Winter Road**

I wish to object to the above proposal. The grounds of my objection is that this is already an extremely overcrowded area of cars for parking which has been made worse by the recent re-introduction of parking zones MB & MC.

The facility to be able at least to have a few extra parking spaces overnight on the above said single line area was/is a godsend and alleviates the pressure to some degree. If you take this away it will only increase the extreme pressure for residents in this area looking for somewhere to leave their cars.

I would respectfully urge you to reconsider this proposal.



As you are probably aware, life in Portsmouth for car owners can be a nightmare for parking and to remove a much needed facility will only make matters worse.

#### **WINTER ROAD SUPPORT**

##### **27. Member of the public**

I just want to report that the single yellow line outside 112 Winter Road has been causing some issues. This is the stretch by the co-op. This morning I witnessed an RTI where a vehicle travelling southbound moved onto the wrong side of the road in order to go around 2 vehicles that had overstayed on the SYL. At the same time a vehicle was emerging from Empshott Road to travel northbound. These vehicles ended up with an almost head on collision.

A female came out of the florist opposite and stated this is not the first accident she has witnessed since the SYL was introduced. There have also been many near misses.

Whilst I appreciate the problem shouldn't occur as vehicles should not be on the SYL during the prescribed hours - vehicles overstaying appear to be causing a regular issue.

##### **28. School Crossing Patrol**

The School Crossing Patroller at this site has reported the regular parking on the single yellow line a number of times, to Council staff and Councillors, which makes it difficult for children to cross the road safely at the location. The restriction is between Wimborne Road and Evans Road where people cross to reach Wimborne Infant and Junior schools.

*(End of report)*



<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	11 July 2019
<b>Subject:</b>	Martin Road, Maidford Grove, Watermead Road: parking restriction proposals under TRO 57/2019
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	Drayton & Farlington, Baffins, Copnor
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1. To consider the public responses to proposed parking restrictions in a number of locations in Portsmouth and to decide whether to implement the proposals. Objections were received to 3 of the 16 proposals within TRO 57/2019, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 57/2019 (pages 6-7)  
Appendix B: Public views submitted (pages 9-14)

In this report, DYL means double yellow lines.

## 2. Recommendations

It is recommended that:

- 2.1. **The 11-metre length of DYL in Martin Road in front of the shared driveway and No.55 is not removed as proposed, and therefore remains in place;**
- 2.2. **The 34 metres of DYL proposed on one side of Maidford Grove are installed;**
- 2.3 **Of the 67 metres of DYL proposed in Watermead Road, only the following are installed:**
- (a) **West side, a 5m length both north and south of the junction with Sandpipers;**
  - (b) **East side, 8m of the proposed 38m is installed northwards from No.1**

### 3. Background

- 3.1** Parking restrictions are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, or to accommodate an identified need.
- 3.2** A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. Should objections be received, they need to be considered by the Traffic & Transportation Cabinet Member and the Cabinet Member needs to decide at a public meeting whether or not to implement the proposal.
- 3.3** Martin Road: A request was made to remove the 11 metres of double yellow lines from in front of the shared drive and No.55 Martin Road, as Martin Road is no longer a bus route and parking is at a premium. Reducing the double yellow lines would enable 1 on-street parking space.



- 3.4** Maidford Grove: This cul-de-sac is the closest location to the playing field, where non-residents park to walk dogs, attend football games etc., but the roads in this estate were not built to accommodate high volumes of on-street parking. Therefore, vehicles parking on both sides of this short road, on verges and corners cause access to the properties to be obstructed, and there is no alternative route for traffic. Photographs taken by residents:



- 3.5** Watermead Road: Two residents expressed concern about parking on the east side between Old Farm Way and Binness Way where there is no footway, which causes other vehicles to use part of the opposite footway for parking. Reduced visibility of approaching traffic has also been reported exiting driveways on the east side (blue dot), and the junction with Sandpipers on the west side (red dot). Watermead Road provides the only entry/exit to the residential estate and therefore takes all traffic. Photograph taken by resident:



Restricted view on exiting Sandpipers junction onto Watermead Road; photograph taken by resident:



#### 4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 57/2019 took place 3 - 25 June 2019, with the following response:

Martin Road: 2 x objections, 1 support  
Maidford Grove: 1 objection, 1 support  
Watermead Road: 6 objections, 2 support

- 4.2** The remaining proposals under TRO 57/2019 which received support and/or no objections will be brought into operation at the same time as those within this report that are approved.

#### 5. Reasons for the recommendations

- 5.1** The information and concerns received from residents have informed the recommendations. Responses are reproduced at Appendix B on pages 9-14.
- 5.2** Martin Road: A resident made a request to reduce the parking restrictions at the northern end of Martin Road, which is no longer a bus route, and the proposal was put forward. However, the 2 objections, also from residents in the vicinity, are made on the grounds of traffic congestion and the yellow lines aid vehicle movements. Moneyfield Sport & Social Club is at the end of this road opposite the junction. Therefore the recommendation is made not to implement the proposal, leaving the current 19 metres of restriction in place.
- 5.3** Maidford Grove:  
The proposal was put forward following the concerns of residents over vehicles parking on both sides of the road, denying access to the properties. Therefore the double yellow lines aim to allow parking on one side only, maintaining access. The restriction extends around the bend in front of No.3 where the road is narrowest, to prevent vehicles from parking on both sides in that location, again obstructing access through to properties and reducing visibility on the bend when vehicles are parked on the grass verge. The proposal continues to allow parking on one side only, therefore managing non-residential parking more effectively.
- 5.4** Watermead Road: The recommendation to install part of the proposal for double yellow lines is made following the information received from local residents during the consultation. Visibility of approaching traffic when exiting the junction with Sandpipers' access road and when exiting the driveways opposite will be improved whilst retaining parking on the east side adjacent to the grass verge.. Concerns that the proposed level of restrictions would increase parking congestion further into the estate have been noted.

## **6. Equality Impact Assessment**

- 6.1** A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

## **7. Legal Implications**

- 7.1** 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.

**7.2** 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.

**7.3** 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.

**8. Director of Finance's comments**

**8.1** The cost implementing this Traffic regulation order will be met from the On Street Parking budget, the cost of works are likely to be less than £1,000.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
13 emails	Parking team, PCC

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

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

## Appendix A: The public proposal notice for TRO 57/2019

### THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO.57) ORDER 2019

3 June 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4, 32, 35 and 36 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004 ('the 2004 Act'), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 ('the 2007 Regulations'), and of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act, to effect:

#### A) NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

##### 1. Chitty Road

East side, a 2m length outside No.30 at the junction with Collins Road

##### 2. Church Road

South side, a 2m length both west and east of the junction with King Albert Street

##### 3. Durban Road

(a) East side, a 6m length at the eastern dead end to the front of No.17

(b) South side, a 5m length on the corner by No.20, at the junction of the garages access road

##### 4. Goodwood Road

North-western corner, a 6m length from outside the garage of 84 Chelsea Road to the dropped kerb entrance to No.89a Goodwood Road

##### 5. Harbour Way

North side, a 1m length west and a 5m length east of the junction with Victory Green

##### 6. Laburnum Grove

(a) North side, a 5m length on the corner to the front of No.151 up to the proposed marked parking bays (see part D below)

(b) North side, a 5m length on the corner to the front of No.157 up to the proposed marked parking bays (see part D below)

##### 7. Maidford Grove

Southwest side, a 34m length on the corner to the front of No.3

##### 8. Sunningdale Road

East side, extend the existing double yellow lines northwards by 3m from the junction with Tamworth Road

##### 9. Victory Green

Both sides, a 2m length northwards from the junction with Harbour Way

##### 10. Watermead Road

(a) East side, a 38m length between Old Farm Way junction and No.1

(b) East side, a 12m length at the junction of Binness Way (outside No.11)

(c) West side, a 12m length at the junction of Old Farm Way (corner by No.16)

(d) West side, a 5m length both north and south of the junction with Sandpipers

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

##### 1. Forbury Road

East side, 16m adjacent to the new parking layby between Blackfriars Road and Blackfriars Close

##### 2. Hempsted Road

South side, a 6m length adjacent to the former grass verge west of Ludlow Rd north-south section

##### 3. Martin Road

West side, an 11m length in front of the shared driveway and No.55 (to enable a parking space)





**C) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:  
BUS STOP CLEARWAY EXTENSION (BUS STOP OPERATES 7AM-7PM MON-SAT ONLY)**

**1. Devonshire Avenue**

South side, replace the 8m length of double yellow lines by extending the bus stop clearway outside No.100

**D) MARKED PARKING BAYS (no restriction)**

**1. Laburnum Grove**

Within the circular area north of the junction with Farlington Road: 11 marked parking bays 90' to the kerb

**E) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS, MON-FRI 9AM-5PM**

**1. Forbury Road**

East side, 16m within the new parking layby between Blackfriars Road and Blackfriars Close

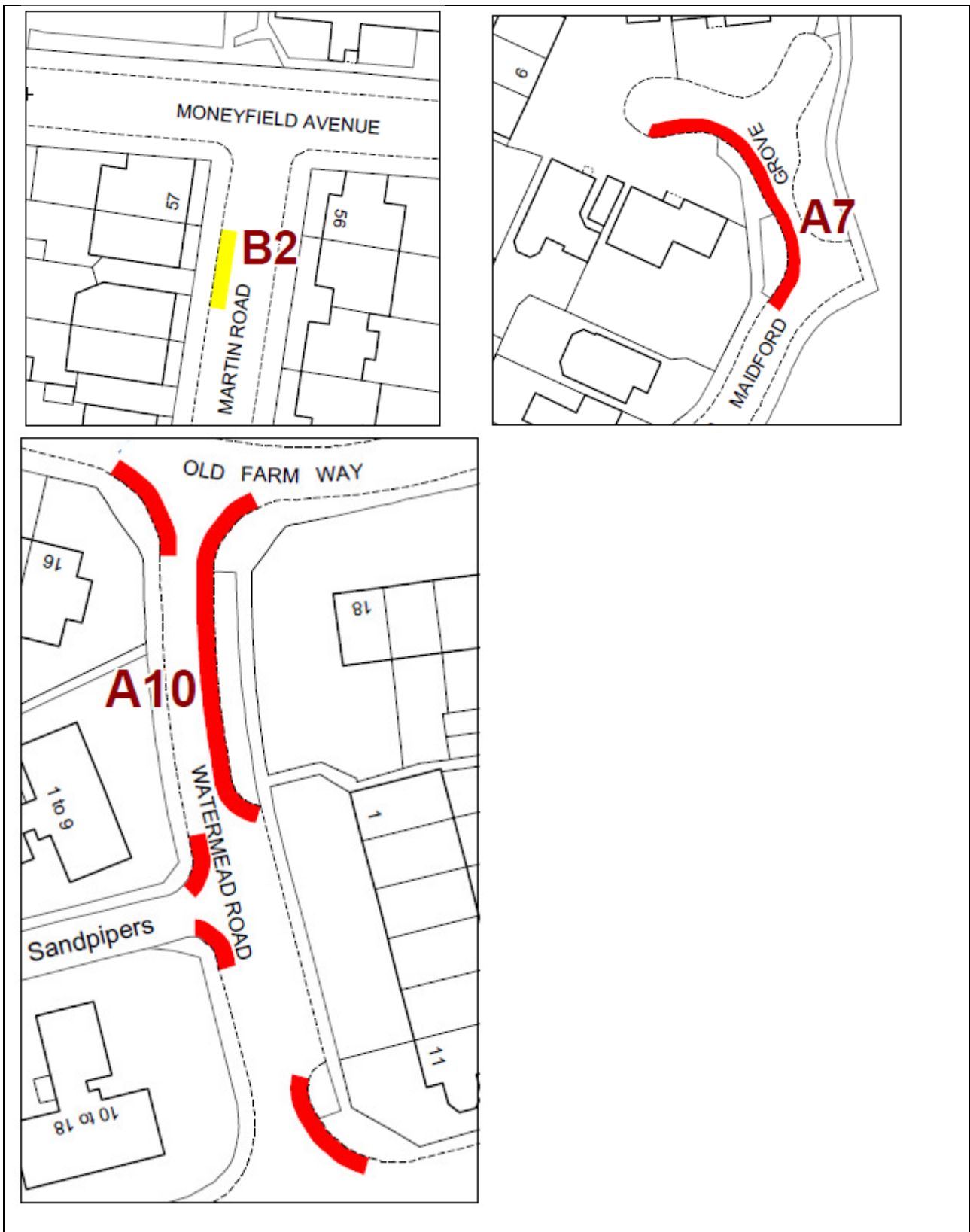
To view this public notice on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2019'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 57/2019** by **25 June 2019** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

PLANS: Martin Road (B2) - Maidford Grove (A7) - Watermead Road (A10)



## Appendix B: Public response to the proposals

<b>Support for Maidford Grove</b>
<p><b>1. Resident, Maidford Grove</b></p> <p>Once again today the parents of children playing football park inconsiderately in the cul de sac where I live. This is after Portsmouth City Council have gone to great measures to try and sort this situation.</p> <p>The residents are now at the end of their tethers with this problem!</p> <p>Today one resident returned from the gym to find that she could not even get onto her drive as the gap in the centre was completely blocked!</p> <p>This is not acceptable the adults involved become rather rude and aggressive when approached and asked to move their cars!</p> <p>As a resident I am so sick and tired of this situation I have a side entrance with a no parking sign but this means absolutely nothing.</p> <p>I would be very interested to see what you intend to do about this situation! My worry is if an emergency vehicle needed access to the close it would not even be able to enter the road this is very worrying!</p>
<b>Objections to Maidford Grove</b>
<p><b>2. Residents, Maidford Grove</b></p> <p>We support double yellow lines being placed on both sides of the narrowest point of Maidford Grove because vehicular access to the grove has been completely blocked on occasion by visitors.</p> <p>However, we object to the lines continuing around the perimeter of No. 3 as this will mean that the only available parking inside Maidford Grove will be outside No. 9, opposite No. 3. A number of neighbours already park outside No. 9, plus at the weekends vehicles of the parents of the junior football teams, and any extra vehicles will impact us which we do not think is fair.</p> <p><i>Officer's comments: The proposal was put forward following the concerns of residents over vehicles parking on both sides of the road, denying access to the properties. Therefore the double yellow lines aim to allow parking on one side only, maintaining access. If the restriction does not extend around the bend in front of No.3 where the road is narrowest, then vehicles may park on both sides in that location, again obstructing access through to properties and reducing visibility on the bend when vehicles are parked on the grass. The proposal continues to allow parking on one side only.</i></p>
<b>Support for Martin Road</b>
<p><b>3. Resident, Martin Road</b></p> <p>I am the owner and have been living at the property for over 7 years . We currently have double yellow lines over our drive . When I moved in I was told this was due to the bus using this road and needing more space .</p> <p>However this bus has not be doing this route for several years and I would like these to be removed if possible .</p> <p>Please provide a proposal to remove the yellow lines over our shared drive and in front of number 55.</p>



### Objections to Martin Road

#### 4. Resident, Martin Road

I have a strong objection to these changes. As I am sure you can appreciate this junction can become very congested with cars parked legally and illegally on the current road markings, both sides of the road.

There are regularly vehicles parked across no. 53's shared driveway with the double yellow lines in place parking a car on the drive and their van across the dropped curb, this makes it very difficult when I need to reverse off my drive. When you consider the cars parked outside the houses can be of any size up to transit van this makes the manoeuvre much more dangerous.

Their intentions are to park in this manner knowing no-one else will be able to park across the drive if their car is there as it will illegally block them in.

If you also then remove the double yellow lines from outside 55 Martin Road and consider I now have a continuous row of cars parked opposite my drive, I have no direction in which to swing my car off my drive. Therefore, blocking me in although not directly in front of me.

I sincerely appreciate parking can be an issue in Portsmouth. However, I feel we are quite fortunate to have a road adjacent to us that is non-residential in which we can also park. The proposed changes will only benefit one resident but will cause a degree of danger to the two residents opposite that use our drives daily.

#### 5. Resident, Martin Road

I wish to object to the proposed removal of the yellow lines - 53/55 Martin road. For the following reasons:

1 - restriction when entering and exiting our personal driveway/garage due to another resident parking across the shared driveway. They currently already use the shared driveway for their personal parking which includes work vehicles. We currently have limited visibility and space to manoeuvre our car without having a car parked opposite our driveway further limiting our turning circle.

2 - current use of this corner by coaches and taxis dropping off and picking up of people from moneyfields social club safely with unrestricted visibility.

3 - restriction of access on this corner for emergency vehicles as people will often park and drop off after the planned parking space.

4 - use of this corner by heavy goods vehicles currently serving the moneyfields social club and forthcoming large development.

5 - This the only fully accessible corner for large vehicles, fire engines, hgv's due to the extended double yellow lines. This road is 2 way which will increase the risk of people turning in a southerly direction with traffic coming from the south heading north.



6- we specifically chose to purchase this house with the fully accessible personal driveway to pick up and drop off our children and elderly parents in a safe manner.

7 - The end of our road is the only safe space for emergency vehicles to stop safely without blocking the road and therefore enabling them to have access.

We strongly object to the request for change due to its personal impact on the safety of us, our family and residents in the vicinity.

### **Support for Watermead Road**

#### **6. Resident, Watermead Road**

I attached photographs of vehicles parked blocking my line of sight when I exit my driveway.

The van in particular is sometimes parked in this same position for weeks at a time. Surely this is a case that could be considered for double yellow lines as we have nearly collided with oncoming cars on several occasions.

#### **7. Resident, Watermead Road**

We are having many problems with the irrational way that people park.

The flats across the road from houses no 1 – 11 have now restricted their occupants to cars only so all the commercial vehicles are being parked in the small piece of road which leads into the housing estate.

One van in particular has been left on a corner next to no 1 which dangerously restricts visibility when leaving his driveway.

On Friday as other vehicles had parked on the opposite side of the narrow road the Refuse lorry had problems exiting the estate.

On Saturday there were cars parked both side and some vehicles could not get past to exit the estate.

I am seriously concerned as if this continues and emergency vehicles need access there will be a serious problem.

### **Objections to Watermead Road**

#### **8. Resident, Watermead Road**

I've just seen the notice boards that have been put up about the double yellow lines going down in Watermead Road

I'm not sure what side of the road they are going or whereabouts, if the lines are going the side of the houses then lorries, cars and all other vehicles will have to park the side where the flats (sandpipers) are then the problem is when vehicles exit the car park the view is obstructed both ways with vehicles parked. If you turn left you're have to go round the vehicle that's parked there into oncoming traffic and the same if you turn right. You can't use the lay-by as you're blocking in vehicles parked in gardens I always thought lay-by was for anybody to use. The best place to park is on the left where the houses are and if you put the lines on the right by the flats they still park all night on the pavement >> lorries, cars etc etc .



Reference to the plans you have with the double yellow lines I had a look at your plan and found that exiting from Sandpipers car park left or right if you had cars parked all along outside block 1 and 2 (sandpipers) towards Old Farm Way you wouldn't be able to see what is coming towards you from Old Farm Way or from the right ,the yellow lines on the corners are fine as yesterday I was exiting Old Farm Way to turn into Watermead Road I had to drive on blind side because of cars parked on the corner and almost had a collision with a oncoming vehicle.The problems started was when you had lorries or cars parked on the pavements (no way getting past without walking on the road or lawns outside Sandpipers flats (keep of grass)for disabled , prams , buggies,) out Sandpipers going towards Old Farm Way,They are parked there on pavement all night sometimes, wouldn't do it with yellow lines the opposite side to where you propose to put them are put down.At present with cars parked where you are proposing to put your yellow lines down is OK, yellow lines on corners is OK

#### **9. Resident, Watermead Road**

Parking has always been on the EAST side of Watermead Road at this point and works well with no visible problems. By introducing restrictions to this side, vehicles will then have to park on the WEST side which will cause problems where none exist:

- a) A dangerous blind spot/ obstructed view would be created when exiting left out of the Sandpipers complex into Watermead Road.
- b) Vehicles would then need to pull out around said vehicles onto the wrong side of the road, and probably encounter fast moving traffic coming in from Old Farm Way. (We have larger trucks and commercial vehicles parked up especially late afternoon and evenings)
- c) I can possibly also envisage thoughtless drivers getting around the restriction by parking up on the grass verge.

What is needed if at all is the restriction applied to the WEST side from Old Farm Way to the junction of the Sandpipers complex. Vehicles occasionally park here with two wheels only on the road blocking the pavement.

As a very long term resident I would welcome your comments on this please.

#### **1) THE CAUSE OF THE PROBLEM:**

The background proposal was raised I assume due to irresponsible occasional parking of vehicles on the WEST side of Watermead Road (worse case was a scaffolding lorry)

#### **2) THE SOLUTION TO THE PROBLEM:**

Put parking restriction of yellow lines on the WEST side - leaving existing parking available on the east side.

I see no merit in your proposal in shifting the parking to the west side.

Having lived here for many years, I have observed the changes to the vehicular traffic. There is & has not been a problem with parking on the east side. Can not see



that passing traffic will be made any easier, in fact may even become more problematical.

As for residents exiting their driveways- I can see no restricted view of the roadway or traffic.

**10. Resident, Watermead Road**

I strongly object to the double yellow parking restrictions in this estate as this will only make parking even more difficult and some People have already taken to parking up on grass banks which will only get worse with these restrictions

We have issues during day with industrial estate parking and the flats at Binness Way have banned vans in their private car park so this has also increased the parking issues

I think a better solution would be parking permits for residents which would Then give restrictions to the other issues and as Binness Way have their own private car park with ample parking they should be excluded from having a permit or have to pay a higher rate

*Officer's comments: We are working through an approved Residents' Parking Programme of Consultation, which is based on the demand from residents. There have been no requests for residents' parking permits from Watermead Road, Kestrel Place, The Saltings or Cygnet Road in the last 10 years and 1 request recorded from Binness Way.*

**11. Resident, Watermead Road**

In response to notices that have been attached to street furniture indicating that the council intends to severely restrict parking by laying double yellow lines rendering residential parking difficult in the Cosham, Drayton and Farlington area.

I have attempted to find out the reasons behind these proposals by going onto your website but to no avail - I looked under Traffic Regulation Orders - Cosham, Drayton and Farlington. There are 7 TTRO proposals listed but none regarding Watermead Road.

As a resident of Watermead Road I would like it to go on record that I am objecting to the proposals, initially on the grounds that there appears to be no obvious reasons for imposing these restrictions and amendments, nor can I find any reasoning for this action on Portsmouth cc website.

I would welcome any explanation that you can offer me at this stage.

I wish to object to the introduction of double yellow lines along the eastside length of Watermead Rd where the grass verge is (to the left as you enter Watermead Rd from Old Farm Way)

It is my observation in the time that I have lived here that people rarely park on the pathway to which you refer and only on the rare occasion when there is no parking spaces available.



In my humble opinion, if you restrict the parking even further then you will effectively be acting in a counter-productive fashion that has the potential to create more tension within the community.

**12. Resident, Watermead Road**

I am writing to object to the planned change of parking in Watermead Road. To change the parking restrictions to double yellow lines along this stretch of road would be most unfair to the residents of Watermead Road. If double yellow lines were to be put in place on this part of the road, it will cause more congestion in the smaller surrounding rounds and therefore just moving the supposed problem to a different area.

Living within the Sandpipers complex where there are 33 flats, there is only parking for 24 vehicles. This will take away safe parking for myself and other residents who live within this area. With many people in this complex having young children, it is bad enough to have to park on the main road, which I fear will end up being streets away if this parking restriction goes ahead.

**13. Resident, Kestrel Place**

I write to object against the proposed double yellow lines being put into Watermead Road, Farlington.

I do not live on Watermead Road, but drive along it to access my street – Kestrel Place.

I do not see a need for double yellow lines. Vehicles that park in Watermead Road, are parked within regulations, and do not cause an obstruction to motorists.

Roads leading off of Watermead Road, are already heavily congested with parked vehicles.

Implementing parking restrictions, will only push those vehicles into surrounding roads, and cause people to park irresponsibly.

*(End of report)*



# Agenda Item 5



**Title of meeting:** Cabinet Member for Traffic and Transportation  
**Date of meeting:** 11 July 2019  
**Subject:** Speed Reduction - Locksway Road  
**Report by:** Tristan Samuels, Director of Regeneration  
**Wards affected:** Milton  
**Key decision:** No  
**Full Council decision:** No

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## 1. Purpose of report

- 1.1 To consider the public responses to the consultation regarding proposals to implement speed cushions on Locksway Road, Milton Ward.

## 2. Recommendations

**It is recommended that the Cabinet Member for Traffic and Transportation:**

**approves the installation of speed cushions along Locksway Road as set out in Appendix 1.**

## 3. Background

- 3.1 Locksway Road has a 20mph speed limit. It is long and straight with good visibility. Average speeds along Locksway Road are 22mph, with a high V85 of 29mph (the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions, and Locksway Road's V85 is among the highest 10% in the city), and the last 5 years have seen 7 accidents (5 slight, 2 serious), all of which have occurred within/close to the proposed locations of the speed cushions.
- 3.2 The proposed traffic calming features (as shown in Appendix 1) are designed to improve road safety in the area:

Speed cushions will be installed along Locksway Road, at the junction of Mayles Road and Pleasant Road, at the junction with Morgan Road, between Ironbridge Lane and Trevis Road, the junction of Locksway Road and Furze Lane, and the junction of Locksway Road and Waterlock Gardens.

#### 4. Consultation

- 4.1** Consultation with representatives and the residents in/around Locksway Road has been undertaken;
- 4.2** A letter was addressed to residents of Locksway Road, within the agreed consultation area (provided within Appendix 1). This was carried out between 03 January and 31 January 2019.
- 4.3** Following the letters addressed to residents, a public notice detailing the proposed scheme was displayed on-street in Locksway Road, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. The 28-day consultation period took place between 3 January 2019 and 31 January 2019. 27 responses were received, with 17 respondents in favour of the scheme, 3 objections to the scheme.

The other seven responses were in favour of the scheme but wanted the speed cushions to be installed at different locations to those proposed in the scheme.

Public responses and engineer comments have been grouped below:

<i>Resident</i>	<i>Objections</i>	<i>Engineers Comments</i>
<b>Residents, Cllr Stagg, Public Park &amp; Ride Assistant and the Police</b>	<p><b>Objections:</b></p> <p><b>Need more speed cushions/speed cushions located on different parts of the road</b></p> <ul style="list-style-type: none"> <li>Those objecting feel the speed cushions should be located all the way along the road, or junctions near Meryl Road, Furze Lane, towards/past Orchards Road, Ironbridge Lane, past Fair Oak turning, Morgan Road, Trevis Road, Hollam Road, Mayles Road) where cars do not slow down/there is poor</li> </ul>	<p><b>Replies to objections:</b></p> <ul style="list-style-type: none"> <li>An additional two sets of speed cushions are being implemented as CIL funding was allocated to install 2 more sets of speed bumps at Waterlock Gardens and Furze Lane. This extension to the scheme meant that the design could be changed to</li> </ul>

	<p>visibility. There was a concern that locating a set of speed humps near the eastbound Stowe Road bus stop would cause passengers to leave their seats early.</p> <p><b>Better Signage/Speed Cameras</b></p> <ul style="list-style-type: none"> <li>• There were objections relating to the type of spend with respondents citing better signage e.g. enforcement of the 20mph limit, vehicle activated signage and speed cameras.</li> </ul> <p><b>Anti-Skid</b></p> <ul style="list-style-type: none"> <li>• Anti-skid was suggested as a less invasive measure than speed humps.</li> </ul> <p><b>Speed Cushions Do Not Stop Speeding, and One Way Road Solutions</b></p> <ul style="list-style-type: none"> <li>• Those objecting suggest that the Department for Transport no longer recommend speed cushions because that they do not work; cause air pollution; encourage speeding in-between cushions/sudden braking, and are not the best use of public money Also suggested is that the road is 20mph, so speed cushions are not required, and that a one way system would work better</li> </ul>	<p>avoid locating a set adjacent to the bus stop.</p> <ul style="list-style-type: none"> <li>• Other methods of speed reduction were considered, and speed cushions are demonstrated the best and most cost effective infrastructure solution in this case. We work with our colleagues in the Police consistently throughout the year to best achieve road safety outcomes.</li> <li>• Anti-Skid is used on the approach to junctions and roundabouts, not as a replacement for speed humps</li> <li>• Speed cushions are one of the most successful infrastructure measures that can be placed onto roads to lower vehicle speed, and lowering speeds saves lives. The Department for Transport remains in support of their use for the purpose of lowering speeds. It would not be possible for Locksway Road to be one way because there is no equal or comparable road to</li> </ul>
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	<p><b>Specification of speed bumps</b></p> <ul style="list-style-type: none"> <li>Those objecting feel speed cushions need to be clear of the kerb by 5m to provide a safety margin away from car doors, that there needs to be gaps for cyclists to avoid deterring cyclists on the road. A concern was raised over it being like the large new one by the small traffic island in Isambard Brunel Road, which has presented problems with the buses going over it, needing to travel very slowly to avoid scraping the bottom of them, almost going backwards, far too high.</li> </ul> <p><b>Damage to car</b></p> <ul style="list-style-type: none"> <li>Those objecting raise issues for emergency service vehicles, the potential for damage to car suspension, or. Note them to be painful for people with physical injuries.</li> </ul> <p><b>Cuts To The Bus Service</b></p> <ul style="list-style-type: none"> <li>The Bus service has been cut to one an hour, resulting in a large uptake in speeding cabs.</li> </ul> <p><b>Locksway Road is too busy For Speed Cushions</b></p>	<p>make one way in the other direction. This would trap traffic.</p> <ul style="list-style-type: none"> <li>The speed cushions will be constructed in accordance with The highway (Road Humps) Regulations 1999</li> <li>Damage to all vehicles can be avoided by driving over the speed cushions at the appropriate speed.</li> <li>We work with our colleagues within Hampshire Constabulary in an effort to reduce speeding from all vehicles on all roads in the city. The speed cushions will reduce the speeds that all vehicles are able to travel along the road.</li> </ul>
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	<ul style="list-style-type: none"> <li>Those objecting feel Locksway Road is too busy for speed cushions as they will make the road worse to travel on, and will get busier with new house build plans</li> </ul>	<ul style="list-style-type: none"> <li>Lowering speeds on Locksway Road will reduce the chances of accidents, and hence help improve consistent traffic flows.</li> </ul>
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## 5. Reasons for recommendations

- 5.1 The installation of speed cushions will encourage drivers to concentrate more on their driving and the road and lower the average speed. Lower average speeds should lead to lower casualty rates;
- 5.2 No parking spaces will be removed as a result of the speed reductions crossing being implemented.

## 6. Equality impact assessment

- 6.1 An 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. The proposals seek to improve accessibility for pedestrians travelling within the area. The improvements will encourage lower speeds which will help vulnerable road users cross the road. It would look to improve the existing layout by slowing traffic, and help others to use road space within the area by lowering speeds. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the national targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents. It also promotes personal wellbeing.

## 7. Legal implications

- City Solicitor's comments
- 7.1 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.”

- 7.2 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.
- 7.3 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.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 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. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO likely unnecessary.
- 7.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 7.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
  - b) give public notice of this proposal

This implies a duty to consider representations received in response to such consultation

- 7.8 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices..

Regulations apply to specific traffic calming works and the display of appropriate signs.

**8. Director of Finance's comments**

- 8.1 The cost of this scheme is £50,000, this will be funded from the LTP Capital Budget as approved at Full Council on the 13th February 2018.
- 8.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
Preliminary EIA	W:\TES\COMMON\Traffic and Transportation Reports\2019 - 20 T&T Meetings\July 2019
Survey returns	As above

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

.....  
Signed by:  
Cllr Stagg  
Portfolio Holder for Traffic and Transportation

**Appendices:**

- APPENDIX 1 - Location & Implementation Drawing:
- APPENDIX 2 - Consultation responses from the public in full (objections):



APPENDIX 1 - Location & Implementation Drawing



APPENDIX 2 - Consultation responses from the public in full:

<i>Resident</i>	<i>Object and Comments</i>	<i>Engineers Comments</i>
		Comments only provided if not covered in the section 4.3
<b>Resident of Pleasant Road</b>	<ul style="list-style-type: none"> <li>Why only 3 sets of speed cushions? Put more than 3 sets in, or put them all the way along Locksway Road, to avoid drivers speeding up as soon they get past them?</li> </ul>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>It's about time the bus lane was opened up in furze lane to ease congestion along Locksway road. with the vast amount of traffic using the sports ground it creates havoc every night also Broom Square and Broom Close need zoned parking as if you are a resident and go out</li> </ul>	Out of scope for this project

	<p>after 4pm you come home to 300 cars parked in the residents spaces all using the sports ground and it's 7 nights a week and many people have children and have to park far away with shopping etc, it's frustrating because there is ample parking for the people that live here.</p>	
<p><b>Resident of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>The proposed speed cushions in a very small section of Locksway Rd are totally in the wrong place. This section is slow moving because of a busy junction and parked cars which only allow single lane traffic. The ideal places would be either side of the crossing near Hollam Rd to Mayles Rd as cars don't slow down for crossing and visibility is very poor for people using the crossing due to parking right up to the crossing and further to the east of the road past the bend near Meryl Rd towards Furze Lane. We live at 148 Locksway Rd and constantly hear traffic speeding from the eastern end of the road coming round the sharp bend, so in our opinion this is where traffic calming needs to be</li> </ul>	
<p><b>Hampshire Highways</b></p>	<ul style="list-style-type: none"> <li>Please accept this email as support into the traffic calming Scheme you have proposed to carry out on Locksway Rd. please would you also consider within this scheme extending the site to continue further East towards and past the Orchards, as a resident of this area with young children we have noticed an increase of vehicles traveling at high speeds more so in this end of the rd. than the narrower section you have proposed, I'm sure you are well aware that there has been a case's of emergency services being needed between the</li> </ul>	

	Orchards and the local convenience store at the end of Locksway	
<b>Resident of Locksway Road</b>	<ul style="list-style-type: none"> <li>I was delighted to view on Keep Milton Green website that PCC are considering placing a form of speed restriction along the road. I have been concerned about the speed of driving up and down this road for some time now. I did report an incident to 101 regarding myself nearly being hit by a driver speeding down the road and on another occasion nearly hit by another driver while using the zebra crossing. I live near to the junction of Hollam Road and Locksway Road and many times a day and night cars travel very fast on this particular part of the road. Nights can be worse because there is less traffic. I feel if the scheme was to work it needs to be the whole length of the road as drivers will only travel faster to make up for time and this will make it worse. There definitely needs to be measures placed either side of the zebra crossing too. I look forward with interest regarding the measures that will be put in place. Has a consideration been made for the speed check sign to be used that tells drivers to slow down if they are speeding?</li> </ul>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>Further to the proposals for the installation of speed humps along Locksway Road. I would like to register my objection to the proposals. I was under the impression that Government has recommended that no more speed humps are installed as they don't make significant difference to safety and create more pollution and noise with cars speeding up between them.</li> </ul>	

<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>I have read the proposed sites for the 'cushions' you intend to install on Locksway Road. Whilst I think they are a good idea, I believe they should be sited towards the junction of Locksway Road and Furze Lane. It is dangerous crossing over to The Larder, because of the blind corner, the speed that cars and cyclists come round that corner, and the inability to see if there is oncoming traffic due to parked vehicles. I have nearly been hit several times.</li> </ul>	
<p><b>Resident of Cheriton Road</b></p>	<ul style="list-style-type: none"> <li>Regarding the proposal to install speed cushions in Locksway Road. I think it is an excellent plan and overdue if I may say so. I navigate the road on a daily basis and I am fed up seeing many drivers exceeding the 20mph speed limit. All too often I find myself being tailgated by other drivers attempting to intimidate me too speed up, they never succeed. I do wonder if 2 speed cushions would be enough, as far as I am concerned the more the better.</li> </ul>	
<p><b>Resident of Cheriton Road</b></p>	<ul style="list-style-type: none"> <li>The road traffic calming improvements you contacted us about are an excellent idea. Thank you very much and I believe they would help with calming traffic along two-thirds of Locksway Road. Traffic very much also needs to be calmed on Locksway Road's junction with Trevis Road and Meryl Road where cars are very often speeding.</li> </ul> <p>Could you please take this into account if you are looking to address excessive speeds along the whole of Locksway Road rather than just one section of it? I look forward to hearing back from you.</p>	

<p><b>Resident of Fair Oak Road</b></p>	<ul style="list-style-type: none"> <li>• Excellent idea for road calming, need more ramps along length of road and for them to be full size across the road. The “little” bumps do not slow traffic, all you do it drive in the middle of the road and let your wheels go either side of the bump, as you do on Crofton Road and others.</li> </ul>	
<p><b>Resident of Godwit Road</b></p>	<ul style="list-style-type: none"> <li>• For the benefit of cyclists I would like the Speed Bumps to be clear of the kerb by 5m to enable us a safety margin away from car doors and still be free from bumping over the obstructions. We want to encourage cycling and not make it harder than it already is. There is a visual "blackspot" for motorists, cyclists and pedestrians alike at the junction Ironbridge Lane and Locksway Rd looking east. Can we have a new "Cushion" here please?</li> </ul>	
<p><b>Resident of Fair Oak Road</b></p>	<ul style="list-style-type: none"> <li>• In relation to the above, I fully support the idea as some speeds the cars do down there are utterly ridiculous. I would also like to see the installation of the speed cushions to go one step further. I live in Fair Oak Road and feel that there should be at least another set of speed cushions just past the turning in to Fair Oak as there always seems to be a number of vehicles (mainly students and taxis) that must be doing around 40mph between Ironbridge Lane and past Fair Oak turning.</li> </ul>	
<p><b>Resident Of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>• Three speed cushions are fine, but really these need to be spaced out all along Locksway Road, from entrance at Milton Road up to Furze Lane. The speed of traffic passing my house are far greater than 20 or 30mph. This is all day and long into</li> </ul>	

	<p>the night. With cars and vans now parking either side of the road, combined with the speed of traffic, I am amazed there have only been 8 collisions. However, with the addition of new homes to be built in the St. James Hospital this road will be chocka blocked full of traffic all day in the future, thus reducing need for these speed bumps as traffic will be unable to move at all!!!! Please consider the whole of Locksway Road in your schemes, until such times these new homes are built.</p>	
<p><b>Resident of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>I have been the resident of Locksway Road, since June 1988. As you can imagine, I have witnessed a huge increase in the volume of road vehicle traffic utilizing the road, with a significant proportion of vehicles obviously not observing the 20 mph speed limit.</li> </ul> <p>Your proposal of the implementation of 'speed cushion' receives my full support and I agree with the aims of the scheme.</p> <p>However I have a major concern, regarding the proposed layout of the speed cushions. I strongly believe with the raised units only being built on the western location of the road, will not totally resolve the excessive speed problem.</p> <p>Vehicles travelling east towards Furze Lane, once past the Ironbridge Lane junction, will have a huge tendency or temptation to return to excessive speeds, whilst travelling along the remaining two straight lanes of Locksway Road leading to Furze Lane.</p> <p>I would strongly petition for the implementation of the raised units, to</p>	

	<p>be installed along the full length of Locksway Road, in order to alleviate this concern.</p> <p>I look forward in advance, to your response to my proposal.</p>	
<b>Resident of Pleasant Road</b>	<ul style="list-style-type: none"> <li>I am unsure as to why only 3 sets of speed cushions will be used. Surely it would be more sensible for them to be the length of Locksway Road down the roundabout? As soon as the drivers get past Pleasant Road where the proposed cushions will be they will just increase speed again.</li> </ul>	
<b>Resident of Stowe Road</b>	<ul style="list-style-type: none"> <li>Further to your letter 02 January 2019, I think better signage should have been tried before putting in speed cushions. Speed cushions are very aggravating and I really don't think would encourage people to cycle more. (I presume the gap in the speed cushion will be in a place that allows cyclists through as this is not always the case and probably isn't when cars are parked either side, they are then equally aggravating for cyclists). There are very few 20mph signs down Locksway and those can often be obscured, or a driver is too busy watching the road to see them. 20 in the road helped, although there probably wasn't enough of them (they could be put both ways up in the middle rather than over to one side, where there is parking). These haven't been reinstated and need to be. Perhaps more signage, bigger signage or electronic signage would help. I presume the location of the speed cushions is based on collisions</li> </ul>	

	<p>taking place in that part of the road (your letter doesn't say if the collisions were caused by speeding, I assume that was the case), however, the whole road is very busy; so I feel could equally have collisions. I feel people need to be aware of the 20 mile limit when they enter the road and also at the locks end, it seems to me that those inclined to go the fastest are going to the locks end so need reminding on their way back. I don't know if that is the University site, the flats or the pub. I also think areas of rough road similar to those that slow traffic before roundabouts on A roads would alert a driver to 20mph signage. I wonder if a little judder is less annoying than the whole up and over thing, some people manage to speed between humps anyway!</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• Firstly, we very much welcome the principle of the introduction of speed control measures as there has been a long standing issue of speeding drivers in Locksway Road. The proposals however in our opinion do not go far enough along the road as to be effective in addressing the existing issue. We live at No. 228, with our property being within the section of Locksway Road immediately after the road bends beyond the entrance to Fair Oak Road when travelling eastwards, and we have significant issues with speeding drivers in this section of the street. We can appreciate that the measures are proposed along what is one of the longest and straightest sections of the road and probably from a highways perspective this is where it may be deemed that drivers are most likely to therefore exceed the speed limit, and indeed it may be argued that</li> </ul>	



	<p>the aforementioned bend in the road and the more limited visibility that this affords should theoretically in itself act as a speed control measure and encourage drivers to exercise more caution. The reality however is very different and drivers continue to speed along this section of the road, with the bend and the presence of parked cars along both sides of the road immediately after this combining to notably compromise highway safety. It is also one of the most dangerous parts of the road to cross as a pedestrian or to cycle down for the same reasons. The measures therefore in our opinion need to go further eastwards along the road in order to be truly effective and as such we would ask that the extent of the scheme is therefore reviewed and this matter reconsidered.</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• I live backing onto Henderson Road and can assure you that this sort of "road calming" will ONLY work if the area is monitored frequently and regularly AND penalties applied. Traffic speeds along Henderson Road all of the time. Cars lorries vans motorbikes and taxis. This system is a complete and utter waste of money without the follow ups. Putting tables in the road and flashing signs mean nothing to the average driver</li> </ul>	
<p><b>Resident of Mayles Road</b></p>	<ul style="list-style-type: none"> <li>• Speaking as a resident of Mayles Rd and driver of a small car I already have to negotiate a lot of speed bumps to get home, and fear this does not do my suspension any good, however slowly I drive. I find that drivers still go faster between bumps just slowing down for the bumps and then revving up. This will happen even more on a wide road like Locksway. I think flashing 20 mile signs are much more</li> </ul>	

	<p>effective, particularly if accompanied by a speed camera. Please could these be considered as an alternative.</p>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>We would like to lend our support to the proposed implementation of Speed Cushions along Locksway Road, but would question why these are not being introduced over a longer length of the road. It would seem to make sense to have the cushions laid out as you approach each side of the pedestrian crossing and not just commencing past Pleasant Road. We would also question why the cushions stop just before Ironbridge Road and are not being continued towards Fair Oak Road and onwards? If possible we consider that the traffic calming measures should be implemented over the majority of Locksway Road to ensure the best effect rather than this short length detailed.</li> </ul>	
<b>Public Transport and Park &amp; Ride Assistant</b>	<ul style="list-style-type: none"> <li>Looking at the bus stops near the proposed speed cushion locations my only comment is regarding the middle cushions at Stowe Road. These are situated just before the eastbound bus stop and I would like to see them at the junction of Morgan Road and the third set moved east of Ironbridge Lane. This would assist any passengers leaving their seat before the bus stops.</li> </ul>	
<b>Resident of Locksway Road</b>	<ul style="list-style-type: none"> <li>I agree total that action needs to be taken to slow the traffic on Locksway road, but total disagree with your method.</li> </ul> <p>Speed Cushion (lol) only lead to greater air pollution and do not solve the speeding issue, the reality is it that most drivers speed between the cushions and then</p>	

	<p>brake to slow down for them and then speed up, thus causing more fuel emissions and causing more brake dust to be put in to the atmosphere. I believe this is a well-documented fact.</p> <p>There are a lot of visiting drivers using the Furze lane sports ground who drive fast, leave litter and take all the parking spaces.</p> <p>The large Green King pub which has Mod moped Rallies in the summer, there are also a lot of LADS and LADETTES using the car next to the pub next to the Thatched House to smoke and take drug and drink, and pull wheelie and do doughnuts later at night. Not to mention the RVs camping there too.</p> <p>The Bus service has been cut to one an hour, so a large uptake in cabs, who mostly drive very fast.</p> <p>Locksway is a main road going nowhere, two speed Cushion is not going to do it.</p> <p>I think speed cameras are a better deteriorate even if they are not turned on, or even better a Dutch Shared road system but that would be the most expensive.</p> <p>Personal I'm sick of the speed cushion, I have two slipped disks and its painful going over them at any speed.</p> <p>If they worked it might be a different thing, but I don't believe they do. Waste of time and money if you ask me and you did, glad it's not my problem to solve.</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• We would support all the calming measures that you suggest near Pleasants Road, Stowe Road and</li> </ul>	

	<p>Ironbridge Lane junctions. In addition we would like to ask:-</p> <ul style="list-style-type: none"> <li>○ as well as the above measures are there plans to site a 'speed cushion' further East along Locksway Road near to our road (Trevis Road) and Meryl Road as that is where Locksway Road curves and is a particular blackspot?</li> <li>○ what measures are in place to enforce the 20 mph speed limit? Do the police / traffic dept have plans to site a speed camera in Locksway Road?</li> <li>○ should the 'speed cushion' proposal be approved, what is the timeline for completion on this work?</li> </ul>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• Firstly these are speed bumps not cushions. They do not absorb any impact so let's call them what they are. Over time they reduce the life span of my vehicles steering components which I'm not in favour of! A better solutions is to put up speed awareness signs, the one that displays your current speed. This always reminds me of my speed and I adjust it if needed. Speed bumps are a pain for drivers and emergency services. Drivers supply the city so shouldn't always bear the brunt of decisions.</li> </ul>	
<p><b>Resident of Mayles Road</b></p>	<ul style="list-style-type: none"> <li>• I agree that something has to be done, but don't agree with speed cushions, because when they were laid in Meon Road, they were not maintained properly, the metal angles were showing through and pot holes appeared, and require a lot more maintenance as they were all different heights and do more damage to cars with lower profiles</li> </ul>	

	<p>as we have seen in Mayles Road taking the sumps out of cars event at low speed, and do the council want to foot the bill? The ramps that are more favourable are the ones in Henderson Road with the slopes up and across and down and don't throw you from side to side, it does a better job on slowing down traffic without cars trying to dodge the humps.</p>	
<p><b>Resident of Towpath Mead</b></p>	<ul style="list-style-type: none"> <li>• Fact - speed ramps cause pollution</li> <li>• Fact - the amount of traffic currently using Locksway Road makes it very busy, and with the new houses planned to be built in St James, more will be using Locksway Road, making the situation much worse.</li> <li>• Locksway Road has a speed limit of 20 mph, so do we need speed ramps? It's a known fact that due to the 20 mph speed limit in most of Portsmouth car emissions have gone up. This is affecting Portsmouth residents' health with severe chest problems, asthma etc. Think of their safety, who have to live with it 24/7.</li> <li>• The team responsible for erecting the speed ramps in most of the roads off Locksway Road obviously did not do their homework. Cars speed down these roads, to get to the other end before another car came the other way, as there was no room for 2 cars to pass. Have you tried to back up 200 yards at night in the rain with the windows misted up? Eventually some wise person on the Council made the right decision to make these roads one way. This was the answer to the problem in the first place. There is no need for speed ramps now. Take them away and cut the pollution, as now the 20 mph speed limit is adhered to, there is no longer any need to speed down these roads.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Have a word with the Doctors at Eastney Health Centre. Their problem has gone up with chest complaints since the 20 mph speed limit was introduced.</li> <li>• Portsmouth is the most densely polluted city per square mile in Europe. Carry on increasing the pollution and it will be the most polluted city in Europe. For goodness sake use your common sense.</li> </ul>	
<b>Police</b>	<b>No objection to the schemes</b> - asks PCC to consider that the white zig-zag markings follow the line of the carriageway edge, as if they do not, there will be nothing to prevent vehicles from stopping in the hatched lay-by area, which can be dangerous.	<ul style="list-style-type: none"> <li>• This does not apply to this scheme</li> </ul>

*(End of Report)*

# Agenda Item 6



**Title of meeting:** Cabinet Member for Traffic and Transportation  
**Date of meeting:** 11 July 2019  
**Subject:** Safer Routes To School - Albert Road Zebra Crossing  
**Report by:** Tristan Samuels, Director of Regeneration  
**Wards affected:** Eastney and Craneswater  
**Key decision:** No  
**Full Council decision:** No

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## 1. Purpose of report

- 1.1 To consider the responses to the public consultation regarding the proposals to implement a zebra crossing and associated traffic calming facilities outside Craneswater School on Albert Road.

## 2. Recommendations

**It is recommended that:**

- 2.1 **The Cabinet Member for Traffic and Transportation approves the implementation of the zebra crossing and associated traffic calming adjacent to Craneswater School within Albert Road**

## 3. Background

- 3.1 Craneswater Junior School has a capacity of 480 pupils and currently has 442 on role. It is bordered by Albert Road (B2154) on the northern boundary and St Ronan's Road on the western boundary.
- 3.2 The school has recently constructed a new building and entrance closer to Albert Road. There is no safe crossing point for pupils to be able to cross Albert Road to access the school.
- 3.3 The construction of a zebra crossing would provide the safe crossing point, benefit the pupils and the wider community.;
- 3.4 Implementing a zebra crossing would also remove the need for the current school crossing patrol (SCP) from the current site, enabling provision of an SCP resource at a school site that needs one;

**3.5** Reports and a petition have been raised by the Craneswater School community regarding the safety of child pedestrians accessing the site, partly due to a revision of entrance/exit points;

**3.6** An investigation shows that in the last five years, 8 slight accidents have happened in and around the area of the proposed crossing.

#### **4. Consultation**

**4.1** The Senior Road Safety Officer met with both the Head of the School and the Site Manager to discuss the issues observed and the proposed scheme layout to address the safety concerns;

**4.2** A letter was addressed to residents of Albert Road within the agreed consultation area (provided within Appendix 1). This was carried out between 14 January and 11 February 2019.

**4.3** Following the letters addressed to residents, a public notice detailing the proposed scheme was displayed on-street in Albert Road, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. The 28-day consultation period took place between 14 January 2018 and 11 February 2019. 13 responses were received, with 8 respondents in favour, 3 objections and 2 suggestions for zebra crossing site relocation. Public responses and engineer comments have been grouped below:

<i>Resident</i>	<i>Objections and Comments</i>	<i>Engineers Comments</i>
<b>Residents of Albert Road; St Ronans Avenue; St Ronan's Road; Police</b>	<b>Objections to the proposal:</b> <ul style="list-style-type: none"> <li>There are already other zebra crossings on Albert Road and each side of Highland Road/Festing Road, which are sufficient for pedestrians/pupils and controlling of traffic.</li> </ul>	<b>Replies to objections:</b> <ul style="list-style-type: none"> <li>Whilst there are other zebra crossings along the road, the most important place for there to be one is directly outside the school. The current school site sees a number of children not crossing via the school crossing patroller, crossing between parked vehicles and near to busy junctions. This is among the most common ways for young pedestrians to be involved in collisions in Portsmouth. Portsmouth is a high casualty City with 80% of collisions occurring on the 30mph arterial road network (including this section of Albert Road). The location of the proposed zebra crossing also suits the new</li> </ul>



	<ul style="list-style-type: none"> <li>• A pelican crossing would be a better an all-round better option, enabling greater traffic flows and provide safer crossing for pedestrians;</li> <li>• A school crossing patroller (SCP) is already there who enables pedestrians to cross in batches which reduces vehicles stoppages, so this is over the top/a waste of resources. A zebra crossing here will see a continuous stream of pedestrians at busy times, especially during school hours (as happens at Mayville and PGS) halting traffic flows considerably, and will create additional congestion, pollution (both noise and environmental), and disruption for motorists and local residents;</li> <li>• This zebra crossing will result in poor driving, encouraging last minute braking, over acceleration in none zebra crossing areas between two zebra crossings/where people can to make up perceived lost time;</li> <li>• Resources should instead be spent on providing more resident parking along St Ronans Road</li> </ul>	<p>school entrances/exit points providing school pupils and the local community a safe place to cross the road whilst not removing any parking.</p> <ul style="list-style-type: none"> <li>• Pelican crossings are outdated, the modern alternative being Puffin crossings. Regulations do not allow a Puffin crossing to be placed this close to a junction, but do allow a zebra crossing to be installed. Zebra crossings have been installed outside schools successfully over the years in Portsmouth, and, as they provide an on-demand crossing facility, actually facilitate greater traffic flows than Puffin crossings do. In addition, a Puffin crossing is approximately double the cost of a zebra crossing.</li> <li>• The school crossing patroller will be moved to a nearby area where children cross at currently uncontrolled crossing. The aim of the crossing is to enable safer crossing in an organised fashion, which will be enabled by a zebra crossing. Given that the location is already a controlled crossing point by an SCP, no significant additional disruption or pollution is particularly likely.</li> <li>• Positive driver behaviour is something the road safety and active travel team promote on a continual basis, through programmes of work, promotion and partnership work with the police.</li> <li>• Parking provision along St Ronan's Road is at the maximum possible level, giving existing</li> </ul>
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	<ul style="list-style-type: none"> <li>• A safer crossing point on Albert Road is fine but this is the wrong location which will exacerbate the problems that already exist at this location</li> <li>• The proposed zebra crossing location is too close to the junction between Albert Road and St Ronans Road which is already regularly gridlocked, especially in school pick-up/drop-off hours</li> <li>• Can we add a yellow box in to the junction to help avoid traffic waiting obstructing cars wanting to go straight on from St Ronans Road into Francis Avenue?</li> <li>• A 20-30 ft parking section in St Ronans Road, opposite the Junior School, is too close to the junction and frequently blocks cars attempting to turn into St Ronan's Road from Albert Road, resulting in traffic flow halted in Albert Road, increasing pollution near the school, increasing risk for parents and children weaving in and out of the stationary/halted vehicles.</li> <li>• Can you move the proposed zebra location Eastwards to avoid junction congestion, eg closer to, or on the other side of, the junction of Henley Road and Albert Road instead?</li> <li>• The proposed zebra crossing location will not reduce traffic speed, the risk of road traffic collisions, or increase pedestrian confidence to encourage walking/cycling;</li> </ul>	<p>infrastructure and space available.</p> <ul style="list-style-type: none"> <li>• The type of crossing (zebra) is suitable for this location, and by creating a formal, easily identifiable crossing point, it will increase pedestrian safety, calm traffic and reduce risks to road safety at the junction.</li> <li>• A zebra crossing is the most appropriate type of crossing to implement near to a junction, and is in line with national guidelines for zebra's proximity to junctions.</li> <li>• A Yellow Box is only applicable if it is a signalised junction, so cannot be included. The design can accommodate white Keep Clear lineage/markings to help keep the junctions clear.</li> <li>• The creation of a formal, easily identifiable crossing point in the proposed location will reduce the need for parents to cross St Ronan's Road, and the perceived need for parents to crossing in between parked/halted vehicles.</li> <li>• The proposed zebra location is the best place for the desire line of crossing to/from the school, for pupils/pedestrians/carers.</li> <li>• Zebra crossings are a proven piece of infrastructure to increase pedestrian safety, reduce the risk of traffic collisions, and provide a formal crossing point for vulnerable road users. The city has a strong track record for installing zebra crossings outside</li> </ul>
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	<ul style="list-style-type: none"> <li>• Vehicle speed is not an issue along Albert Road with the volume of parked cars/pedestrians, and two zebra crossings nearby already controlling traffic;</li> <li>• Numerous parents living close to the school already generally walk or cycle so a zebra will not increase active travel numbers significantly; the school is already awash with parents and pupils walking there at drop-off/pick-up time</li> <li>• It would be better instead to improve vision lines and reduce congestion, from stopping illegal vehicle parking around the junction of St Ronans/ Albert Road by shoppers on double yellow lines outside Sainsbury's and drop-off zones at Craneswater School, and increase enforcement/prosecution.</li> <li>• The Police ask that PCC consider that the white zig-zag markings follow the line of the carriageway edge, as if they do not, there will be nothing to prevent vehicles from stopping in the hatched lay-by area, which can be dangerous.</li> </ul>	<p>of schools with successful outcomes for pedestrian safety.</p> <ul style="list-style-type: none"> <li>• Albert Road experiences heavy vehicle traffic, and Portsmouth is a high casualty City with 80% of collisions occurring on the 30mph arterial road network (which includes this section of Albert Road). Other zebra crossings in the vicinity remain a sufficient distance away from the school's desireline of crossing, increasing risk to pupils/parents/carers.</li> <li>• The main purpose of the zebra crossing is to increase the safety for pedestrians by providing a formal crossing point, especially important at this school location given the high level of pedestrians and pupils. An additional benefit of pedestrian's being safer is that it can increase confidence for active travel.</li> <li>• Parking enforcement have civil enforcement officers regularly active in these areas in Albert Road, and will continue to do so.</li> <li>• The advice from the police has been fully incorporated into the scheme design.</li> </ul>
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## 5. Reasons for recommendations

- 5.1 Children are crossing Albert Road adjacent to Craneswater School in large numbers, making it difficult for the SCP to offer complete crowd control. The zebra crossing will ensure the site remains safe for all road users;

- 5.2 The safe routes to school improvements consisting of the zebra crossing will assist with reducing raised vehicle speeds on Albert Road, approaching Craneswater School. This will reduce the risk of road traffic collisions;
- 5.3 The proposed facilities will improve accessibility for all vulnerable pedestrians within the area;
- 5.4 The proposed facilities will increase confidence in using the infrastructure and, potentially, encourage more pupils to walk to school.
- 5.5 No parking space(s) will be permanently removed as a result of this zebra crossing being implemented.

## 6. Equality impact assessment

- 6.1 An 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. The proposals seek to improve accessibility for pedestrians travelling within the area. The improvements will provide a controlled and safe crossing facility along the natural desire line within the area to the new school. It would look to improve the existing layout by highlighting road space to be used by other users to all drivers within the area by the use of raised zebra crossing. The addition of advanced warning signs will warn drivers of the proposed changes within the area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents. It also promotes personal wellbeing.

## 7. Legal implications

### City Solicitor's comments

- 7.1 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."
- 7.2 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.

- 7.3 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.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 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. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO unnecessary.
- 7.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 7.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
  - b) give public notice of this proposal

This implies a duty to consider representations received in response to such consultation

- 7.8 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices.. Regulations apply to specific traffic calming works and the display of appropriate signs.

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

- 8.1 The cost of this scheme is £50,000, this will be funded from the LTP Capital Budget as approved at Full Council on the 13th February 2018.

8.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
Preliminary EIA	W:\TES\COMMON\Traffic and Transportation Reports\2019 - 20 T&T Meetings\July 2019
Survey returns	As above

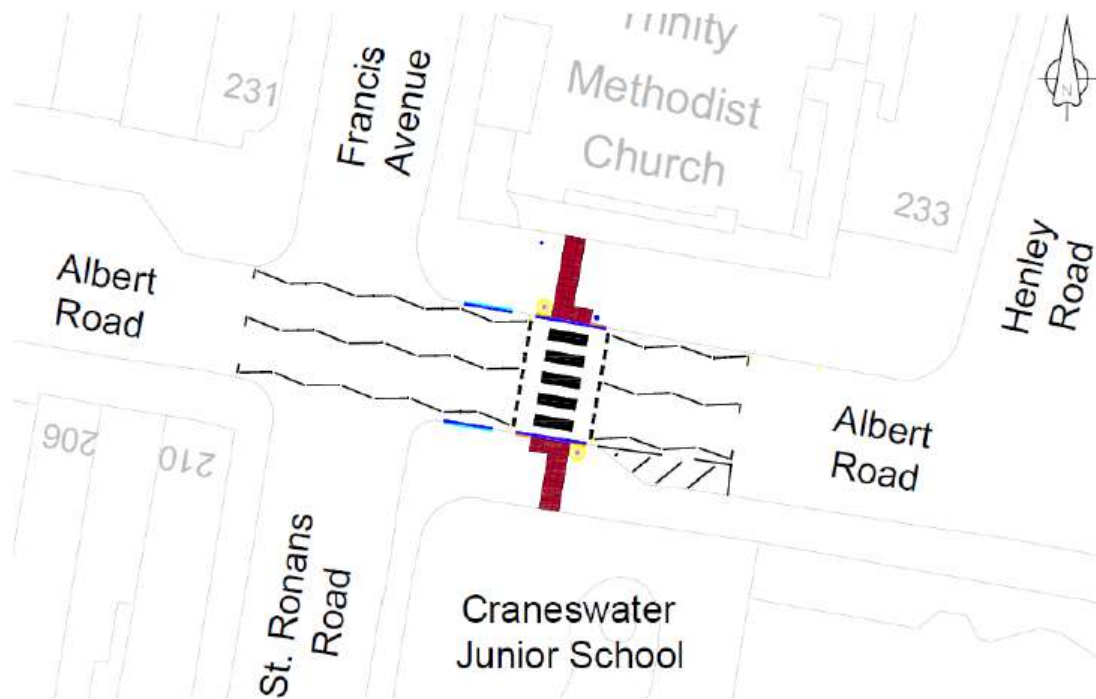
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:

**Appendices:**

- APPENDIX 1 - Location map/consultation area:
- APPENDIX 2 - Consultation responses from the public in full (objections):

APPENDIX 1 - Location map/consultation area:



APPENDIX 2 - Consultation responses from the public in full:

<i>Resident</i>	<i>Objections/Comments</i>	<i>Engineers Comments</i>
		Only mentioned if not referred to above
<b>Resident of Albert Road</b>	<b>Objections to the proposal</b> - Resident feels there are already two other zebra crossings in the vicinity which are sufficient for pedestrians/pupils, and as a school crossing patroller is already there this over the top/waste of resources; creating additional congestion, pollution (noise and environmental), disruption to motorists and local residents; could resources instead be spent on providing more resident parking along St Ronans Road.	
<b>Resident of St Ronans Avenue</b>	<p><b>Objects to the proposals</b> - supports concept of safer crossing point across Albert Road but has serious reservations about the proposal considering problems which exist at this junction, as a zebra crossing at busy times would see a continuous stream of parents and children using it, halting traffic flow to a halt for long periods of time with consequent impact on pollution and driver frustration. The existing lollipop arrangement enables pedestrians to be crossed in batches to allow some traffic to pass. Best to persist with current arrangement or alternatively use a pelican crossing to prevent pedestrians crossing continually and allow some traffic flow.</p> <p>The Junction between Albert Road and St Ronans Road is regularly 'gridlocked' at busy times since parking has been allowed in the 20-30ft section of St Ronans Road opposite the Junior School. This section is so close to the junction that it frequently blocks cars attempting to turn into St Ronans Road from Albert Road with the result that traffic flow in Albert Road is halted for some time leading to increased pollution in the vicinity of the school, and increased risk for those parents and children attempting to weave in and out of the stationary vehicles crossing St Ronans Road to get to/from the school.</p>	



	<p>A yellow box also needs to be added to this junction in Albert Road so that traffic waiting in Albert Road at the zebra crossing do not obstruct cars wishing to go straight on from St Ronans Road into Francis Avenue. This will allow some traffic flow and reduce the risk that this junction and the surrounding area gets gridlocked with increased pollution and other undesirable consequences.</p>	
<p><b>Resident of Albert Road</b></p>	<p><b>Objects to the proposals</b> - feels the proposed location to be problematic, as junction of Francis Avenue/St. Ronans Road/Albert Road already prone to congestion, esp. at school drop-off/pick-up times, the zebra will further obstruct traffic and being so close to this junction will provoke further irrational driving from impatient commuters (eg last minute braking, speeding across the crossing despite waiting pedestrians and drivers taking their chance with over-acceleration from the junction without proper observation of pedestrian activity). A zebra at this location would exacerbate safety issues that already exist, so crossing could be further Eastwards, closer to, or on the other side of the junction of Henley Road and Albert Road instead.</p>	
<p><b>Resident of St Ronan's Avenue</b></p>	<p><b>Objects to the proposal</b> - You say the aim is to reduce the risk of road traffic collisions, to reduce traffic speed and to increase pedestrian confidence to encourage walking/ cycling. However, I do not believe the new Zebra crossing will reduce road traffic collisions, speed and increase pedestrian confidence to walk/cycle, as normal school hours see both Albert Road and St Ronans Road awash with parents and children arriving or departing school; resident feels vehicle speed not an issue with high volume of people and parked vehicles; some parents already live close to the school and generally</p>	

	<p>walk/cycle so do not see these numbers increasing significantly; resident feels a safer environment and risk reduction to pedestrians and vehicle would result from better vision and reduced congestion from stopping illegal vehicle parking around the junction of St Ronans/ Albert Road by shoppers on double yellow lines outside Sainsbury's and drop-off zones at Craneswater School, through greater enforcement/ prosecution.</p> <p>Resident also feels current zebra crossings on Albert Road between Sainsbury/ Tesco, and the two zebra crossings each side of Highland Road/Festing Road junction, are sufficient, and another crossing will potentially promote vehicle user stop/start frustration.</p>	
<p><b>Residents of St Ronan's Road</b></p>	<p><b>Objects to the proposals</b> - residents feel a pelican crossing would suit better than a zebra crossing, that is located a bit further east of the Methodist Church with a yellow box junction just west of it, as:</p> <ul style="list-style-type: none"> <li>• Zebra crossings during school opening hours cause traffic jams (as evidenced outside Mayville School and PGS), whereas Pelican crossings allow for fair flow of traffic and safe crossing for pedestrians</li> <li>• Traffic jams would result from all directions given it's positioning on the cross-road junction of Albert Rd, Francis Ave and St Ronans Rd</li> <li>• Staggered zebra crossings are already in place just 200 yards in both directions from the proposed site, and traffic speed is already controlled through this (residents feel they rarely see excessive speeding in the proposed areas</li> <li>• Residents don't have a problem with having a crossing per se but argue that the scheme will reduce speed, with cars (esp taxis) once clear of congestion</li> </ul>	

	<p>speeding up in Albert Road and surrounding Roads</p> <ul style="list-style-type: none"> <li>• Resident feels that a pelican crossing would be an all-round better option</li> </ul> <p><b>Positioning:</b></p> <ul style="list-style-type: none"> <li>• Resident feels if positioned too close to the junction of Francis Ave/St Ronan's Rd, it is likely that when cars travelling east on Albert Rd stop to allow crossing they will inadvertently block access across the north/south roads, hence the crossing should be located east to alleviate this, or a yellow box junction need installing to keep access open.</li> </ul>	
<p><b>Police</b></p>	<p><b>No objection to the schemes -</b> asks PCC to consider that the white zig-zag markings follow the line of the carriageway edge, as if they do not, there will be nothing to prevent vehicles from stopping in the hatched lay-by area, which can be dangerous.</p>	

*(End of Report)*

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# Agenda Item 7

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**Portsmouth**  
CITY COUNCIL

<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Subject:</b>	Air Quality Local Plan Update
<b>Date of meeting:</b>	11 <sup>th</sup> July 2019
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	All

## 1. Purpose of report

1.1 To provide an update on the development of the Air Quality Local Plan.

## 2. Recommendations

2.1 It is recommended that the contents of this report are noted.

## 3. Background

3.1 Following a High Court ruling in 2018, Portsmouth City Council has been issued with three Ministerial Directives. These place a legally binding duty on the Council to undertake a number of steps to improve air quality in the city.

3.2 The first Ministerial Directive was issued in March 2018 and required to Council to develop a Targeted Feasibility Study (TFS) by 31 July 2018 for two specified road links in the city: A3 Mile End Road and A3 Alfred Road. These two roads were selected as they were projected to have nitrogen dioxide (NO<sub>2</sub>) exceedances in Defra's national PCM model.

3.3 The TFS considered a number of measures that could have the potential to bring forward the achievement of EU limit values for NO<sub>2</sub> which is set as an annual mean value of 40 micrograms per cubic metre (µg/m<sup>3</sup>).

3.4 From an initial longlist of measures three measures were identified as deliverable within the timescales set by Defra, and therefore considered to offer the best opportunity to bring forward compliance in the shortest possible time:

- Bus retrofitting to upgrade all pre-Euro VI buses that travel along the two road links identified as having projects exceedances
- A package to reduce private car use.
- Promoting the uptake of cleaner vehicles.

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- 3.5 Whilst none of these measures alone was not considered sufficient to bring forward compliance, implementation of all three measures in combination was predicted to bring forward compliance from 2020 to 2019 for A3 Mile End Road and from 2023 to 2022 for A3 Alfred Road.
- 3.6 Following the results of the TFS, PCC were issued with a further Ministerial Direction in October 2018, this time to undertake a bus retrofit programme. This programme should be undertaken as quickly as possible with the purpose of bringing forward compliance with legal levels of NO<sub>2</sub> on A3 Mile End Road and A3 Alfred Road.
- 3.7 In addition to the TFS mandated through the Ministerial Directive, PCC instructed consultants to carry out an additional TFS for Air Quality Management Area 6 (AQMA6), covering London Road, Kingston Road and Fratton Road. This study covered the four sections of part 1 (understanding the problem), part 2 (developing a long list of measures for addressing the modelling exceedances), part 3 (assessing deliverability/feasibility and delivering a short list) and part 4 (evidencing the short listed measures to identify options that could bring forward compliance).
- 3.8 This study was carried out in order to support improvements to air quality within AQMA6 due to information from PCC's continuous air quality monitoring station located within AQMA6, that London Road demonstrated a continuous exceedance of the requirements of the Ambient Air Quality Directive (AAQD). The study showed that, as with the TFS carried out for the Ministerial Directive, a combination of measures would be the most effective way to bring forward compliance.
- 3.9 A number of further intervention measures were also considered for the AQMA 6 area, with input from the Air Quality Steering Group, and PCC appointed consultants to assess the impact of these measures. As part of this work, a 24-hour Automatic Number Plate Recognition (ANPR) survey was carried out in October 2018, for both north and southbound directions on London Road, just south of the junction with Laburnum Grove. The interventions were modelled to determine their impact on NO<sub>2</sub> concentrations, with the results showing that whilst improvements were experienced in some scenarios, none of the options would achieve compliance in isolation.
- 3.10 Also in October 2018 PCC were issued with a Ministerial Direction to produce an Air Quality Local Plan to set out the case for delivering compliance with legal limits for NO<sub>2</sub> in the shortest possible time. The plan must include a package of measures that PCC identify as being effective in achieving compliance. This package of measures must be benchmarked against the introducing of a charging Clean Air Zone (CAZ), as this is the means by which the Government believe compliance can be achieved in the shortest possible time. This means that PCC must demonstrate that the chosen package of measures can bring forward compliance more quickly than a charging CAZ. If the evidence and case

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made by PCC cannot demonstrate this the Government is likely to impose a charging CAZ on the city.

**4. Progress since the Ministerial Directions were issued**

Bus Retrofit

- 4.1 Defra, through their Joint Air Quality Unit (JAQU) have provided funding to enable pre-Euro VI bus services which pass along the two exceedance links to be retrofitted to a Euro VI standard. The project will use Selective Catalytic Reduction Technology (SCRT), which enables harmful emissions such as Oxides of Nitrogen (NOx), Diesel Particulates (PM), Carbon Monoxides (CO) and Hydrocarbons (HC) to be reduced by up to 95%.
- 4.2 The two bus operators in the city, First and Stagecoach both operate bus services which run through the exceedance locations. Between the two bus operators there will be 105 buses retrofitted, with all of these buses expected to be retrofitted by December 2019. As well as benefitting the two identified link roads, the retrofit programme is also expected to have wider air quality benefits as the retrofitted buses travel throughout the city.

Installation of Electric Vehicle Charge Points

- 4.3 Evidence collected to date highlights that emissions from road traffic account for around half of the nitrogen dioxide pollution in the city. This type of pollution is emitted from cars powered by an internal combustion engine (petrols and diesels), but not from electric vehicles (EVs). Whilst the number of EVs seen on our roads has increased in recent years<sup>1</sup>, the Council acknowledged that one of the main barriers to their increased use is a lack of charging infrastructure in the city. This is particularly problematic for those residents who do not have an off-road parking space/ driveway and therefore cannot make use of government grants to install their own charging point.
- 4.4 In order to provide these residents with charging options, PCC has recently completed the first phase of on-road charge point scheme (ORCS) by installing 36 charge points in 34 streets across the city. The charge points are 5Kw 'standard' chargers and are powered by existing lamp column. The council retrofitted 10 lamp columns and in locations where infrastructure was too far away from the kerb edge 26 slim line bollards were installed. This is the first scheme of its kind outside of London that offers a 'pay as you go' option in addition to the other tariffs.

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<sup>1</sup> There has been an increase in the number of Plug-In Electric Vehicles (EV) (in this instance cars, quadricycles and LGVs) registered in Portsmouth over the past year. In 2017 there were 1,033 EVs registered in the city. By the third quarter of 2018 (September) there were 1,561 registered, representing an increase of 528. Whilst this still represents a little over 1.25% of 'like for like' vehicles in Portsmouth, it is an encouraging trend and is in line with the national average uptake.

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- 4.5 Uptake has been encouraging and resident feedback has been positive with numerous enquiries into the possibility of installing additional EV charging points in the future.
- 4.6 In addition to the ORCS project PCC has been running an off-street charging trial at 3 locations; Isambard Kingdom Brunel Multi-storey car park, Esplanade car park and Clarence Pier car park. The charging units are 7Kw 'fast' chargers and are intended to be used by visitors or commuters. The charge points are currently free to use during the trial period, although users must pay for parking.

Air Quality Local Plan

- 4.7 In November 2018 PCC submitted our proposal to develop our Air Quality Local Plan to JAQU. This proposal set out the local context and our understanding of the air pollution problems at that time. The proposal also confirmed the timescales that we would be working to in order to meet the requirements of the Ministerial Direction and the key milestones in developing our Air Quality Local Plan.
- 4.8 Following the submission of the proposal, the first stage in development of the Air Quality Local Plan was the submission of the draft Strategic Outline Case (SOC) which was submitted to JAQU for the 31<sup>st</sup> January 2019 deadline. Within the SOC PCC were required to include a shortlist of measures that were likely to be effective in bringing forward compliance in the shortest possible time.
- 4.8 The SOC made use of the most up to date evidence available at the time, which suggested that the most effective non-charging options should focus on traffic management measures on the A2047, junction improvements on the A3, as well as use of cleaner buses. However, it was noted that such measures would only be successful if accompanied by modal shift and cleaner vehicle uptake.
- 4.9 Following the submission of the SOC, PCC have moved onto the next stage in preparing the Air Quality Local Plan which involves collecting additional evidence and undertaking further transport and air quality modelling. As part of this evidence gather process the Council commissioned an automatic number plate recognition (ANPR) survey of the city. This survey was involved having cameras at 110 locations around the city which recorded vehicle movements 24 hours a day for 7 days.
- 4.10 The purpose of the ANPR survey was to understand the composition of the local vehicle fleet in Portsmouth and the routes that vehicles usually take. The survey has shown that generally, the vehicle fleet in Portsmouth is older than the national average, and that diesel cars (including private cars and private hire vehicles) contribute to almost half of the NO<sub>2</sub> emissions from road traffic in Portsmouth.
- 4.11 The data collected from the ANPR survey will help to inform the next stage of transport and air quality modelling work as it provides a clear picture of the local situation, rather than relying on national assumptions.



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4.12 As noted in paragraph 3.7, PCC are required to benchmark the proposed package of measures against a charging Clean Air Zone. Such a zone would involve charging vehicles for travelling into and within an identified area. In order to understand the impact that a CAZ could have in Portsmouth, a stated preference survey has been distributed. This survey has asked drivers to consider how they would respond to different levels of CAZ charge (e.g. would they keep their existing car and pay the charge; change their mode of travel; not make the journey at all; reroute their journey etc.) as well as their appetite for measures that could be introduced to mitigate against the negative impacts of introducing a charging CAZ. The results of the survey will be fed into our transport and air quality modelling work to ensure that local behavioural response are captured rather than those based on national data.

## **5. 2019 Annual Status Report**

5.1 PCC has a statutory duty under the Environment Act 1995 to monitor, assess and take action to improve local air quality. As part of this duty PCC is required to produce an Annual Status Report (ASR) which provides details of the analysis of pollutant occurrences in the city, to report on progress in any air quality management areas (AQMAs) and to provide updates on actions that have been undertaken to address air pollution in the city.

5.2 As a result of the Ministerial Directions placed on PCC and their identification of A3 Mile End Road and A3 Alfred Road as exceedance locations PCC placed additional air quality monitoring equipment in these locations and also placed additional NO<sub>2</sub> diffusion monitoring tubes around the city.

5.3 This increased level on monitoring, in new areas not previously monitored, has enabled a higher resolution picture of NO<sub>2</sub> concentrations that has previously been available. This means that the 2019 ASR has reported a different narrative with regards to exceedance locations than in previous years ASRs as well as an update to the evidence that was relied upon for the TFS and our proposal to develop an Air Quality Local Plan.

5.4 The data contained within the 2019 ASR does not change the work that the Council is required to undertake in developing our Air Quality Local Plan. However, it does mean that the areas of focus for interventions is now wider than previously thought, and any potential solutions are likely to need to cover the extent of Portsea Island as a minimum, rather than focusing on discrete locations.

## **6. Next steps and key milestones**

6.1 The next major milestone for the development of Portsmouth's Air Quality Local Plan is the submission of our outline business case to JAQU by 31<sup>st</sup> October 2019. This submission will present the case for the Council's preferred package of measures to improve air quality in the city in the shortest possible time, and provides an opportunity to request funding to deliver these measures. This

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preferred package must be evidence based and must be benchmarked against a charging clean air zone.

- 6.2 Once the outline business case has been submitted, JAQU will review the evidence that has been presented and will confirm whether our preferred package of measures is considered to be sufficient to bring forward compliance more quickly than a charging CAZ. If the outline business case is submitted by JAQU, PCC will then be instructed to submit a full business case to JAQU and will then begin work to implement the preferred package of measures. If the business case is not accepted the Council will be instructed to implement a charging CAZ in the city. The first step to implementing such a zone would be a 12 week statutory consultation so that everyone in the city has the opportunity to have their views on the impact of a charging CAZ heard.

Climate Emergency

- 6.3 At a meeting of the Full Council on 19<sup>th</sup> March 2019 a Climate Emergency was declared. Within the declaration there are a number of key actions for the Council including working towards the pledged that was made at this meeting to achieve net zero carbon emission in Portsmouth by 2030.
- 6.4 The Ministerial Direction that has been issued to PCC to make improvements to levels of NO<sub>2</sub> in the city is rooted in the impact that this particular air pollutant has on human health. However, in reducing air pollution in the city there are co-benefits for the wider environment and helping the Council to achieve the objectives of the Climate Emergency. For example measures to reduce car use and increase levels of walking in cycling in the city are likely to lead to reductions in CO<sub>2</sub> as well as NO<sub>2</sub>, and the retrofitting of buses to become euro VI compliant is likely to have positive implications for carbon emissions too.
- 6.5 The work that has been and is continuing to be undertaken to improve air quality in the city should therefore be considered as an important part of the Council's progress in tackling climate change in the city.

**7. Reasons for recommendations**

- 7.1 Work is continuing at pace to develop an evidence base to support the delivery of Portsmouth's Air Quality Local Plan. To develop this Plan the Council are required to follow a process set out by Government's Joint Air Quality Unit (JAQU) and present a preferred approach for addressing NO<sub>2</sub> exceedances by 31<sup>st</sup> October 2019.
- 7.2 Per the Governance arrangements for this project, as agreed by JAQU, there are no formal decisions required by the Cabinet Member for Traffic and Transport at this time.

**8. Equality impact assessment**

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8.1 At this stage in the development of Portsmouth's Air Quality Local Plan an EIA is not required at this stage as the report does not put forward any proposals and therefore the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Each subsequent new proposal will be subject to public consultation and a separate report that assesses any impact on the Equalities Groups.

.....  
 Signed by (Director)

**Appendices:**

**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>
Portsmouth Ministerial Direction: Targeted Feasibility Study	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746097/air-quality-no2-plan-direction-2018-feasibility-study.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746097/air-quality-no2-plan-direction-2018-feasibility-study.pdf</a>
Portsmouth Ministerial Direction: Bus Retrofit	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746119/air-quality-no2-plan-direction-2018-implement-measures.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746119/air-quality-no2-plan-direction-2018-implement-measures.pdf</a>
Portsmouth Ministerial Direction: Air Quality Local Plan	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746118/air-quality-no2-plan-direction-2018-feasibility-study2.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746118/air-quality-no2-plan-direction-2018-feasibility-study2.pdf</a>
Portsmouth Air Quality Local Plan: Draft Strategic Outline Case	<a href="https://www.portsmouth.gov.uk/ext/documents-external/pcc-strategic-outline-case-final-draft-jan-19.pdf">https://www.portsmouth.gov.uk/ext/documents-external/pcc-strategic-outline-case-final-draft-jan-19.pdf</a>
2019 Portsmouth Air Quality Status Report	<a href="https://democracy.portsmouth.gov.uk/documents/s22948/Annual%20Status%20Report%20appendix.pdf">https://democracy.portsmouth.gov.uk/documents/s22948/Annual%20Status%20Report%20appendix.pdf</a>

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<b>Title of meeting:</b>	Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	11 <sup>th</sup> July 2019
<b>Subject:</b>	Transport for the South East – Formal consultation on Draft proposal to government
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 This report responds to the consultation on the draft proposal to government for the establishment of a sub national transport body in the southeast: Transport for the South East.

Appendix A: PCC response to consultation

## 2. Recommendations

- 2.1 It is recommended that the Portfolio Holder:
- Welcomes the draft proposal to establish a sub national transport body (STB) for the South East, to be known as Transport for the South East (TfSE);
  - Approves the attached consultation response for submission to TfSE.

## 3. Background

- 3.1 A sub national transport body (STB) is a body which may only be established by the Secretary of State if it is considered that:

- its establishment would facilitate the development and implementation of transport strategies for the area; and
- the objective of economic growth in the area would be furthered by the development and implementation of such strategies.

- 3.2 Sixteen upper tier authorities in the South East have been working together since 2016 to develop a proposal for an STB. They are:

Bracknell Forest; Brighton and Hove; East Sussex; Hampshire; Isle of Wight; Kent; Medway; Portsmouth; Reading; Slough; Southampton; Surrey; West Berkshire; West Sussex; Windsor and Maidenhead; and Wokingham.

- 3.3 The existing Shadow Partnership Board also includes arrangements for involving the five Local Enterprise Partnerships (Coast to Capital, Enterprise M3, Solent, South East, Thames Valley Berkshire); two National Park Authorities (South Downs and New Forest); 46 Boroughs and Districts in East Sussex, Hampshire, Kent, Surrey and West Sussex; and the transport industry and end user voice in its governance.
- 3.4 These efforts have been acknowledged by the Department for Transport, and a grant of £1m was awarded to TfSE to fund the development of the emerging Transport Strategy for the South East.
- 3.5 To achieve statutory status, TfSE is required to develop a Proposal to Government which will need to demonstrate the strategic case for the creation of a sub-national transport body and set out how TfSE will fulfil the statutory requirements for such a body as outlined in the enabling legislation.
- 3.6 The draft Proposal will also need to identify the types of powers and responsibilities that the STB will be seeking, as well as identifying the proposed governance structures.
- 3.7 The legislation requires that a new sub-national transport body will be promoted by, and have the consent of, its constituent authorities, and that the proposal has been the subject of consultation within the area and with neighbouring authorities.
- 3.8 The consultation is a full twelve week public consultation, which will be made available on the TfSE website and circulated to relevant stakeholders. Constituent authorities and other TfSE partner organisations are encouraged to circulate the consultation document to their own stakeholders.

#### **4. The Draft Proposal to Government**

- 4.1 At its meeting on 18 March 2019, the TfSE Shadow Partnership Board approved a draft Proposal to Government for formal consultation, which is attached at Appendix 1.
- 4.2 The consultation period will close on 31 July 2019. During this time there will be ongoing dialogue with key partners and stakeholders about the content of the proposal. All constituent authorities will be expected to provide a formal response to the consultation.
- 4.3 A final proposal will be recommended to the Shadow Partnership Board meeting in September 2019 and will be submitted to Government in November 2019. At this point formal consent will be required from all constituent authorities to signal their support for the creation of TfSE as a statutory body.
- 4.4 Once the Government has received the proposal from TfSE, Secretary of State will consider the request from TfSE. The Secretary of State will then formally respond to the TfSE proposal setting out the powers and responsibilities that have been granted to TfSE. Work will then begin on drafting the Statutory Instrument which will be laid before Parliament. All constituent authorities will be required to give their

consent to the creation of the statutory body following the formal response from the Secretary of State.

4.5 The draft proposal has the following headings:

- Executive Summary
- Transport for the South East
- The Ambition
- Strategic and Economic Case
- Constitutional Arrangements
- Functions

## **5. Constitutional arrangements**

5.1 Each constituent authority will appoint one of their elected members or their elected mayor as a member of TfSE on the Partnership Board. It is intended that the regulations should provide for the appointment of persons who are not elected members of the constituent authorities to be co-opted members of the TfSE Partnership Board. Currently two LEPs, a representative from the Boroughs and Districts, the Chair of the TfSE Transport Forum and a representative from the protected landscapes in the TfSE area have been co-opted onto the Shadow Partnership Board.

5.2 A number of voting options were considered to find a preferred option that represents a straightforward mechanism, the characteristics of the partnership and which does not provide any single authority with an effective veto. The starting point for decisions will be consensus, and if that can't be achieved then decisions will require a simple majority of those Constituent Bodies who are present and voting. Where consensus cannot be achieved the following matters will require enhanced voting arrangements:

- The approval and revision of Transport for the South East's ("TfSE") Transport Strategy;
- The approval of TfSE annual budget;
- Changes to the TfSE constitution.

5.3 Decisions on these issues will require both a super-majority, consisting of three quarters of the weighted vote in favour of the decision, and a simple majority of the constituent authorities. The details of the proposed weighting voting system are set out in Section 5 of the draft Proposal to Government set out in Appendix 1.

## **6. Functions**

6.1 The specific functions that TfSE is seeking as part of its Proposal to Government are set out in Section 6 of Appendix 1. The proposed powers will operate

concurrently and with the consent of the constituent authorities. In outline these include the following:

- General STB functions relating to the preparation of a Transport Strategy, advising the Secretary of State and co-ordinating transport functions across the TfSE area (with the consent of the constituent authorities)
- Being consulted on rail franchising and setting the overall objectives for the rail network in the TfSE areas
- Jointly setting the Road Investment Strategy RIS for the TfSE area
- Obtaining certain highways powers which would operate concurrently and with the consent of the current highways authority to enable regionally significant highways schemes to be expedited
- Securing the provision of bus services, entering into quality bus partnership and bus franchising arrangements
- Introducing integrated ticketing schemes
- Establish Clean air zones with the power to charge high polluting vehicles for using the highway
- Power to promote or opposes Bills in Parliament
- Incidental powers to enable TfSE to act as a type of local authority.

## **7. Reasons for recommendations**

- 7.1 TfSE provides an opportunity to support and deliver growth plans across the region through the development of a long-term strategic programme of transport measures to facilitate economic growth and make the South East more competitive. It will complement the work of the LEPs and support delivery of Local Plans.
- 7.2 It would enable the council to influence the prioritisation of investment by the major national transport agencies such as Highways England and Network Rail in a way that has not been possible in the past.
- 7.3 TfSE will address some of the barriers to growth of the economy that have been held back by transport infrastructure shortcomings, notably the strategic infrastructure, that is the responsibility of Network Rail and Highways England. The STB would enable the council, to more directly influence the priorities and programmes of these agencies, so helping to secure delivery of longstanding transport infrastructure ambitions, which could for example include the improved rail links between Portsmouth and Southampton, and Portsmouth and Southampton Airport. The TfSE Economic Connectivity Review has recognised the importance of improvements to both this east west corridor, and the corridor to London.
- 7.4 The proposed powers will only operate concurrently and with the consent of the constituent authorities.



**8. Equality impact assessment**

**8.1** An EIA is not required at this stage as the report does not put forward any proposals and therefore the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Each subsequent new proposal will be subject to public consultation and a separate report that assesses any impact on the Equalities Groups.

**9. Legal implications**

**9.1** The legislative background to this proposal is described in the body of this report.

**9.2** The proposed constitutional arrangements, functions and powers intended for TfSE as a statutory body are set out in the consultation draft Proposal to Government.

**9.3** It is noted in particular that those functions and powers are expressed to be complementary to the statutory functions and powers of the constituent authorities themselves and TfSE will have no power to give binding directions to any constituent authority about the exercise of transport functions by them in their administrative area.

**10. Director of Finance's comments**

**10.1** There are no financial implications as a result of the recommendations within this report.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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

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

.....  
Signed by:  
Councillor Lynne Stagg  
Cabinet Member for Traffic and Transportation

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# Draft proposal to government

## Consultation questionnaire

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### Contents:

- **Background**
  - **Responding to the consultation**
  - **Next steps**
  - **Consultation questions**
  - **Your information**
- 

### Background

Transport for the South East was formed in 2017 as a partnership of 16 local transport authorities and five local enterprise partnerships to speak with one voice on the South East's strategic transport needs.

Our aim is to become a statutory sub-national transport body (STB), giving the South East a formal and unified voice with which to influence government decision making on transport issues.

We are now consulting on our draft proposal to government, which sets out the statutory powers and responsibilities we are seeking to help us deliver economic growth, improve quality of life and protect and enhance the environment.

The draft proposal has been developed in conjunction with our member authorities and agreed by our organisation's principal decision making forum, the Transport for the South East shadow partnership board.

## Responding to the consultation

Before answering the questions below, please read the draft proposal document which can be found at:

<https://transportforthesoutheast.gov.uk/about/becoming-a-statutory-body>

Some questions require only a 'yes/no' answer which can be selected from a drop-down menu, while others provide the opportunity to give a more detailed response.

Once you have answered the questions and completed the 'Your information' section, please send this completed form by email to [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk) or by post to:

Transport for the South East  
County Hall  
St Anne's Crescent  
Lewes  
BN7 1UE

Please note that we are only able to process responses which include completed personal information. Your contact details will not be added to our database unless you actively opt in.

**The deadline for responses is Wednesday, 31 July 2019.**

## Next steps

After the consultation period has ended, we will consider all the responses received and amend our proposal document accordingly.

The intention is that this amended version will be put before Transport for the South East's Shadow Partnership Board in September 2019, with the proposal being formally submitted to government by the end of the year.

Government will consider the proposal and will make a decision on whether TfSE should be granted statutory status. If the proposal is agreed, a statutory instrument will be laid before Parliament for the final decision.

## Consultation questions

Transport for the South East is looking to establish a statutory sub-national transport body (STB) for the South East of England. This would give the South East a formal and unified voice with which to influence government decision making on transport issues. The prime functions for an STB would be to publish a regional transport strategy and provide advice to the Secretary of State for Transport on investment opportunities across the area.

- 1. Do you, in principle, support the establishment of a sub-national transport body for the South East, including the ability to publish a transport strategy and advise central government on transport matters in the region?**

Yes

- 2. What do you regard as the benefits Transport for the South East will provide as a statutory sub-national transport body?**

TfSE provides an opportunity to support and deliver growth plans across the region through the development of a long-term strategic programme of transport measures to facilitate economic growth and make the South East more competitive. It will complement the work of the LEPs and support delivery of Local Plans.

It would enable the council to influence the prioritisation of investment by the major national transport agencies such as Highways England and Network Rail in a way that has not been possible in the past.

TfSE will address some of the barriers to growth of the economy that have been held back by transport infrastructure shortcomings, notably the strategic infrastructure, that is the responsibility of Network Rail and Highways England. The STB would enable the council, to more directly influence the priorities and programmes of these agencies, so helping to secure delivery of longstanding transport infrastructure ambitions, which could for example include for example the improved rail links between Portsmouth and Southampton, and Portsmouth and Southampton Airport. The TfSE Economic Connectivity Review has recognised the importance of improvements to both this east west corridor, and the corridor to London.

Transport for the South East's draft proposal includes a list of constituent members and a number of co-opted members. Primary legislation sets out what bodies can be considered as 'constituent authorities'.

- 3. Do you, in principle, think your relevant local transport authority should be a member of the Transport for the South East sub-national transport body? If not, why?**

Yes

The STB would enable the council, to more directly influence the priorities and programmes of national agencies, such as Network Rail and Highways England, so helping to secure delivery of longstanding transport infrastructure ambitions, which could for example include for example the improved rail links between Portsmouth and Southampton, and Portsmouth and Southampton Airport.

Beyond general functions of an STB, Transport for the South East is planning to make a proposal to the Department for Transport (DfT) for other transport functions which would be exercised concurrently and with the consent of the Secretary of State or local transport authorities, e.g. in relation to constructing new highways. Any proposal to DfT would need formal consent from each 'constituent member' and any regulations would also need formal consent from all 'constituent members'.

**4. Are you content with the proposed functions in the draft STB proposal?**

Yes

**5. What other functions do you think an STB should have/not have and why?**

While all the powers may not be appropriate for Portsmouth City Council, the proposed powers will only operate concurrently and with the consent of the constituent authorities, and therefore a broader range of powers is required to meet all needs of the Members.

**6. Would you be content with an STB having such functions if any use of those functions required the consent of the relevant local transport authority?**

Yes

Transport for the South East aims to maintain continuity from the governance structure that has served members effectively during shadow operation. Some key decisions may require a vote, such as the transport strategy, annual budget and amendments to the constitution. A number of voting options have been explored, with a preferred option based on the population of the smallest individual constituent member. The preference will be to reach a consensus on all decisions, but where this cannot be achieved a weighted vote will be used. All 'constituent members' will need to consent to the final proposal to DfT.

**7. Are you content with the preferred voting mechanism, to be used when consensus cannot be reached?**

Yes

**8. Any other comments**

Click here to enter your response

## Your information

<b>Name:</b>	Click here to enter text
<b>Organisation:</b>	Click here to enter text
<b>Job title:</b>	Click here to enter text
<b>Email:</b>	Click here to enter text
<b>Would you like to receive news and other updates from Transport for the South East?</b>	Click here to select an answer





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

**Date of meeting:** 11<sup>th</sup> July 2019

**Subject:** Transforming Cities Fund Tranche 2 Update Report

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

## 1.0 Purpose of Report

The purpose of this report is to provide an update on the success of the Portsmouth City Council's tranche 1 bid to the Department for Transport's (DfT) Transforming Cities Fund, and on the submission of draft Strategic Outline Business Case (SOBC) for tranche 2, in partnership with Hampshire County Council and the Isle of Wight Council.

## 2.0 Recommendations

- 2.1 That the success and progress of the tranche 1 Transforming Cities Fund (TCF) bid for Portsmouth and the South East Hampshire city region is noted;**
- 2.2 That the proposed candidate infrastructure projects, outlined in section 3.14, are endorsed, and are developed further for consideration within Strategic Outline Business Case for Tranche 2 Transforming Cities Fund for Portsmouth and South East Hampshire city region.**

## 3.0 Background

- 3.1** Portsmouth City Council, Hampshire County Council and the Isle of Wight Council, successfully submitted a successful Expression of Interest to the Department for Transport's (DfT's) Transforming Cities Fund (TCF) for a mass transit scheme within the Portsmouth City region. This bid is part of an ambition to deliver sustainable communities, spread prosperity and increase productivity by improving connectivity between where people live and work through the delivery of a transformational mass transit network.

- 3.2** Portsmouth City Council was one of twelve successful local authorities to be shortlisted to benefit from the government's Transforming Cities Fund. By progressing to the next stage of the funding process, Portsmouth, working in partnership with Hampshire County Council and Isle of Wight Council, will now have an opportunity to bid for a share of £1.28 billion capital, to deliver critical infrastructure for Portsmouth and the wider South East Hampshire city region.
- 3.3** The Department for Transport released two waves of funding for the Transforming Cities Fund. Firstly, there was the opportunity to bid for 'quick wins' - projects that can begin in the financial year 2018/19 and support the overall bid through Tranche 1 applications.
- 3.4** The Portsmouth and South East Hampshire City Region business cases were successful for the 'quick win' funding, and received the full ask of £4 million of the initial fund. From the Tranche 1 funding the following infrastructure will be delivered during 2019/20:
- i) £0.9m - three key junction signal upgrade improvements (MOVA) in Portsmouth including:
    - a. Copnor Road/Burrfields Road/Stubbington Avenue
    - b. Fratton Road/Lake Road/St Mary's Road
    - c. Eastern Road/Havant Road/Farlington Avenue
  - ii) £1.3m - Real Time Information installation at 120 bus stops across Portsmouth
  - iii) £0.4m - Real Time Information installation at bus stops in the wider South East Hampshire region, including Havant and Waterlooville
  - iv) £1.4m - enhanced busway extension of the existing Eclipse bus route in Gosport (retention of Rowner Road bridge)
- 3.5** The successful Tranche 1 Transforming Cities Fund bids from Portsmouth and South East Hampshire city region are available following this [link](#): Portsmouth City Region TCF.
- 3.6** The Department for Transport's Transforming Cities Fund (TCF) forms part of the Government's National Productivity Infrastructure Fund (NPIF) and Industrial Strategy. The aim of the fund is to improve productivity by improving connectivity within city regions with a working day population in excess of 200,000; specifically connecting city centres to suburbs. Setting aside separate arrangements for cities under mayoral jurisdiction and taking into account enhancements announced in the Autumn budget, the TCF comprises £1.28 billion capital, available for 12 city regions to be spent between 2018/19 and 2022/23. This is broken down into Tranche 1 (up to £60 million) available for spend on 'early wins' commencing in 2018/19, and Tranche 2 (the remainder), subject to co-development and submission of a

draft Strategic Outline Business Case by 20 June 2019, to be finalised by 28 November 2019.

- 3.7 Further information on the Government's ambition for TCF was published on 13 February 2019 and can be found at this [link](#).
- 3.8 Acceptance onto the Transforming Cities Fund programme represents a very significant opportunity for the City Council to enhance public transport, and pedestrian and cycle facilities, and to encourage sustainable access to existing and future planned development. In addition to the potential for accessing TCF funding, these opportunities also require partnership working with the bus operators and other stakeholders that have the potential to leverage significant additional investment (such as enhanced vehicle fleets) that could provide important and necessary local contributions.
- 3.9 Both Portsmouth and Fareham are subject to Ministerial Directives to undertake Full Business Cases addressing air quality exceedances. The South East Hampshire Rapid Transit (SEHRT) proposals are being developed in conjunction with the Air Quality Local Plans, ensuring complementary measures where possible. Some of the worst air quality issues occur on the proposed SEHRT corridors. Investment in SEHRT will deliver significant improvements to air quality through better traffic flow, mode shift and low emission buses.
- 3.10 Complementary active travel corridors to connect wider communities to the SEHRT will also be developed as part of the Transforming Cities Funding proposals and the emerging Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP).

## **Transforming Cities Fund tranche 2**

- 3.11 The draft Strategic Outline Business Case (SOBC) for the Portsmouth and South East Hampshire Rapid Transit scheme was submitted to the DfT on the 20<sup>th</sup> June 2019.
- 3.12 It is important to note, that work will now continue on the SOBC, as the Portsmouth city region enters into a co-development stage with the DfT. Therefore, the draft SOBC is a work in progress, and will be developed with the DfT, partners and stakeholders for the final SOBC submission on the 28<sup>th</sup> November 2019.
- 3.13 As part of the draft SOBC, a number of candidate SEHRT infrastructure schemes for consideration were included for further investigation and feasibility. Section 3.14 below lists the candidate schemes for further work and potential inclusion in the final SOBC submission in November.
- 3.14 Candidate Schemes for consideration for tranche 2 Strategic Outline Business Case Submission include:

1. Spur Road Roundabout
2. Cosham Interchange
3. Portsbridge Area
4. Eastern Road/ Walton Road
5. Eastern Road/ Anchorage Road
6. A2047 Corridor
7. Lake Road
8. City centre north link
9. Queen Street, Alfred Road
10. City Centre South
11. St Michaels Gyrotory
12. Terraces & Kings Road Roundabout
13. Clarence Pier Interchange
14. Southsea Corridor
15. Rudmore Roundabout
16. Havant corridor extension

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

- 4.1** For the Portsmouth City Region, the proposal is to develop the South East Hampshire Rapid Transit (SEHRT) network, building on the success of the existing Eclipse busway, the Star corridor linking Portsmouth to Waterlooville, the Tipner Park and Ride facility and The Hard interchange. The network will provide facilities for bus-based rapid transit on corridors into the city centre from Gosport, Fareham, Waterlooville, Havant and Cosham. Significantly, the proposal also includes improved bus interchange with waterborne and other forms of public transport, including at Gosport ferry terminal, The Hard, Clarence Pier, and at Ryde Esplanade, Isle of Wight.
- 4.2** The work to support the TCF bid comprises the development of infrastructure packages based upon the rapid transit corridors identified in Appendix A.
- 4.3** One of the key objectives of the SEHRT project is to reduce carbon emissions and congestion within Portsmouth city and the surrounding city region. Making it easier, quicker and more appealing for people to travel around South East Hampshire using public transport.
- 4.4** The SEHRT project has an integral role in addressing the air quality issues within the city. Key to the ambitious SEHRT project is enabling modal shift, through the reallocation of road space to public transport, cycling and walking. This will be considered through the development of infrastructure packages and interventions, working closely with stakeholders.
- 4.5** The aim is to ensure that rapid transit is easily recognisable to customers, irrespective of whether the location is inside or outside the city boundary and irrespective of the service operator.

- 4.6 Whilst the focus of the work packages will be to identify opportunities for bus rapid transit measures, they will also need to address existing transport issues such as road safety, highway capacity, local bus access, provision for pedestrians, cyclists and local access, as well as future development need.

## 5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required, as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reason:

The Transforming Cities Fund bid will contain a list of capital schemes. If the bid is successful, a preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.

## 6. Legal implications

- 6.1 There are no legal implications arising directly from the recommendations in this report.
- 6.2 It is, however, noted that the SEHRT project is considered to have vital importance in helping the Council to meet its legal obligations in relation to air quality in the City.

## 7. Director of Finance's comments

- 7.1 The City Council are bidding for a share of £1.2bn Transforming Cities fund from the Department for Transport (DfT), along with Hampshire County Council and the Isle of Wight Council under the South East Hants Rapid Transport Scheme (SEHRT).
- 7.2 The SEHRT partners submitted a draft Strategic Business Case to the DfT in June 2019 for a package of works worth £0.25bn. This bid requested that the vast majority of this came from the Department for Transport, Local third party Contributions and finally local authority contributions. The Council expect to receive feedback from this first stage in late July 2019.
- 7.3 To date the Council have used the Parking reserve to fund this bid in to the value of £500,000. The SEHRT group have to submit a final Strategic Outline Business case by November 2019, and should find out from the DfT whether they have been successful in early 2020. Between now and that point the Council will have to commit further resources to this bid but these will be capitalised if the bid is successful. The Council are currently working out how much will be required to get to this stage.

.....  
Signed by:

Tristan Samuels  
Director of Regeneration

**Appendices**

Appendix A - map of the SEHRT proposed routes and interventions

**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

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

.....  
Signed by:

ClIr Stagg  
Portfolio Holder for Traffic and Transportation



Appendix A - map of the SEHRT proposed routes and interventions

**SOUTH EAST HAMPSHIRE  
RAPID TRANSIT**

**Rapid transit routes and overview of highway interventions**

- Railway stations
- Ferry and Hovercraft
- Rapid transit corridor
- Rapid transit corridor (ferry & Hovercraft)
- Alternative routing options
- Enhancements to local buses

1. Waterlooville corridor
2. Waterlooville town centre
3. Havant town centre
4. Havant Rusty Cutter Roundabout
5. Havant Road corridor
6. Havant Road corridor extension
7. Fareham bus station
8. Fareham Deime Roundabout
9. Fareham –Portchester corridor
10. Portchester district centre
11. Portchester corridor east
12. Gosport busway completion
13. Gosport Highway
14. Gosport Interchange
15. Spur Road Roundabout (& approaches)
16. Cosham Interchange
17. Portsbridge area junctions
18. Eastern Road/Walton Road bus gate
19. Anchorage Road corridor
20. A2047 corridor
21. Lake Road corridor
22. City centre north link
23. Queen Street/Alfred Road
24. City centre south
25. St Michael's gyratory bus gate
26. Terraces and King's Road Roundabout
27. Clarence Pier Interchange
28. Albert Road corridor
29. Rudmore Roundabout (incl. Stamshaw Rd)
30. Ryde Transport Hub









<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	11 <sup>th</sup> July 2019
<b>Subject:</b>	Residents Parking Scheme Changes
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	St Thomas, St Jude, Charles Dickens, Fratton, Nelson, Baffins, Paulsgrove, Eastney & Craneswater, Central Southsea, Cosham and Milton.
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To recommend ways of improving the residents' parking scheme to; encourage the use of cars with lower emissions, encourage car sharing, discourage students from bringing cars to the city, make it easier for residents living near Residents Parking Zone boundary (RPZ) and to reduce displacement.

## 2. Recommendations

- 2.1 That the following variations to the Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016 are advertised and any objections considered at a future Traffic and Transport Decision meeting:
- (i) The eligibility for permits is changed to exclude student halls of residents
  - (ii) The procedure for issuing permits is changed to allow car sharing between people living in different zones by permitting the same vehicle to be issued with a permit for more than one zone.
- 2.2 That the following variations to the charge for the issue of Parking Permits be advertised under the statutory notice procedure:
- (i) The charges for permits are changed to allow households with one vehicle powered solely by electricity to obtain a permit free of charge and to reduce the charge for permits for those who have one vehicle which emits less than 100g of CO<sub>2</sub> per Km for obtain permits to £15.
  - (ii) The cost of third permits to be reduced to £300.

### **3. Background**

**3.1** The City Council seeks to encourage people to make more sustainable choices when they travel. Residents' parking zones (RPZs) play an important part in prioritising space for the use by residents. Making space available for residents also reduces the time they spend looking for parking near their homes and reduces congestion and air pollution. The permit scheme also controls the number of permits each household can obtain and ensures a fairer distribution of space.

**3.2** There is a systematic programme of looking at areas and considering the need for new RPZs and for reviewing existing residents parking zones. During this process a number of comments have been made and considered and as a result it is proposed to make changes to the way permits are allocated.

#### **Sharing cars**

**3.3** During the implementation of new zones a number of residents who share cars with people living in other zones have been unable to obtain permits. The current criteria set by a Transport and Traffic Decision on 28 October 2010 states that privately owned vehicles must be registered to the resident at their address within the zone before a permit is issued. A vehicle cannot be registered to two addresses so it is not possible to meet this requirement if people are sharing a car and live in different zones.

**3.4** The City Council wants to encourage the sharing of cars and it is recommended that the criteria used for allocating permits is changed to allow people sharing a car and living in different zones of the city to obtain permits for both zones if:

- the car is registered in a permit zone in Portsmouth,
- both the registered keeper and the sharer confirm the vehicle is being shared on a regular basis,
- the sharer proves they are living in a different zone and
- the insurance document confirms both the registered keeper and the sharer are insured to drive the car and that the vehicle can be kept at either of two addresses.

**3.5** The Traffic and Transport Decision on 28 October 2010 highlighted the need to inform people effected by a change of criteria.

#### **Reduced permit charge for residents with a low emission vehicle**

**3.6** The City Council wishes to encourage residents who need cars to choose vehicles with lower emissions. One way to encourage this change is to offer a reduced permit price.

**3.7** It is recommended that there is no charge for permits for households which only have vehicles powered solely by electricity.

- 3.8 It is further recommended that a household with only one vehicle which has an emissions rating stated on the vehicle registration document (V5) below 100g of CO2 per kilometre are given a £15 discount on the permit charge.
- 3.9 Vehicles registered before 1 March 2001 do not have their emissions shown on the registration document and as they are older and likely to be more polluting vehicles it is recommended that the discount does not apply to these vehicles.
- 3.10 It is also recommended that all diesel vehicles are excluded from the discount scheme because they have higher particulate emissions.

### **Student Halls of Residence**

- 3.11 The University of Portsmouth has a policy of discouraging students from bringing cars to the city. In their own halls they include a condition requiring students not to bring cars. The student halls which are in residents parking zones are near the campus and/or have good public transport links.
- 3.12 The Traffic Regulation Order (TRO) governing residents' permit schemes requires drivers to live at a residential postal address in a parking zone before they are eligible for a permit. The number of permits issued to each address is limited normally to two but a third permit can be issued where parking space allows. Initially each student hall was classed as a single address making the whole hall eligible for just two permits. Increasingly students need to take out insurance and other contracts which require them to have a postal address. To facility this each room in a hall is now classed as an individual postal address.
- 3.13 It is recommended to that a change to the Traffic Regulation Order is advertised with the intention of excluding those living in student halls of residence from permit eligibility. This measure will not prevent students with blue badges from bringing their vehicles and will not apply to houses of multiple occupancy.

### **Reduced third permit price**

- 3.14 The current cost of a third permit is £590. Third permits are only issued where the space in a RPZ allows. There are currently around 37 third permits issued across all the zones. In the two hour zones it costs less to buy daily visitors permits for the full year than to buy a third permit, although visitors permits should only be used by visitors.
- 3.15 Residents have reported that those with more than two vehicles park the additional vehicles outside the zone to avoid the charge and this often creates displacement even when there is space within the permit zone. It is therefore proposed to reduce the cost of a third permit to £300. Third permits will still only be issued if there is space within the zone. The charge will still act as a deterrent to owning multiple vehicles but is intended to reduce unnecessary displacement.

### **Overlapping (Fuzzy) Boundaries**

- 3.16 Along a boundary between two adjacent RPZs a resident is currently issued with a permit which allows them to park in one of the zones. When there is a high demand for parking they may not be able to use the vacant space that is closest to their home because it is in the wrong zone.
- 3.17 To overcome this we can consider making the parking places closest to the boundary available for both sets of permit holders. This would mean that rather than the roads one side of a boundary being only available for X permit holders to park and the other side only available to zone Y permit holders the parking spaces in roads closest to the boundary would be available for both X and Y permit holders. In this way the area which determines which zone letter is on a resident's permit would be fixed but the permit could be used either side of the boundary.
- 3.18 To do this requires the change to be specified in the TRO or where there is an existing TRO for it to be changed. Each area where there is a boundary needs to be considered separately and decision taken as to the benefits.

### **Permit Numbers**

- 3.19 In some areas there are more permit holders than there is space for vehicles to park. Currently under the councils' criteria every household can apply for up to two permits and this means the number of permits can considerably exceed the space available. This situation can be eased by the fact that a number of permit holders maybe away from the zone at any one time.
- 3.20 However to prevent oversubscription a number of councils set a limit on the number of permits that can be issued in a zone so the number of vehicles with permits cannot increase beyond what is reasonable. Officers will investigate fair ways of controlling the numbers of permit issued in such circumstances. Any changes will need to be subject to consultation through the process required to change a TRO.

## **4. Reasons for recommendations**

These proposals are intended to encourage car sharing and encourage the use of vehicles with lower emissions in support of the wider agendas around air quality and climate change. The recommendation on student halls is designed to reduce parking pressure as is the recommendation on the third permit cost.

## **5. Equality impact assessment**

This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Blue badge holders are not affected by any of these proposals.

## 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 can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period or time by all persons or persons or vehicles of a particular class.
- 6.4 A proposed Traffic Regulation Order 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.
- 6.5 Any variations to existing traffic regulation orders other than a variation of charges must be made by traffic order in the same way as the original order, including the advertising and consultation procedures. The variation to the definition of Resident to exclude student accommodation and the variation to allow for car sharing will amount to a variation to the existing order. .
- 6.6 The variation to the charges for electric and low-emission vehicles and for third permits can be dealt with under the simpler notice procedure.
- 6.7 Where any charges have been prescribed by a designation order or by an order under section 46A the charges may be varied by notice. The main provisions are contained in section 25 of the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996. The power to vary charges at designated parking places is contained in section 46A of the Road Traffic Regulation Act 1984,

6.8 Notice of the variation shall be given by publishing in at least once in a newspaper circulating in the area in which the parking places are situated at least 21 days before the changes are due to come into force. The notice must:-

- A) Specify the date on which it is due to come into force;
- B) Identify every parking place to which the notice relates;
- C) Specify in respect of each parking place:-
  - a. The charges payable for the parking place at the date that the notice is given
  - b. The charges that will be payable when the notice comes into force

Where the notice relates to an on-street parking place the local authority shall cause copies of the notice to be displayed in prominent positions in the road in which the parking place is situated.

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

7.1 The Council does not currently hold accurate information that will allow it to fully financially appraise the recommendation to offer reduced permits to those that own one car emitting less than 100g of CO2 per Km, and free permits for those who own an electrical vehicle. The amount of reduced income is unlikely to be significant in the short term but with low emission and electrical vehicles becoming more popular in the medium to short term this is expected to be more significant.

7.2 There are currently 17 passes issued to people living in Student halls of residence it is anticipated that the loss of income will be in the region of £510 per annum.

7.3 The Council currently issues 37 third permit passes across all zones within the City, by reducing the charge to £300, this will result in a reduction in income of £10,730.

.....  
Signed by:

Tristan Samuels  
Director of Regeneration

### **Appendices:**

**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

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

.....  
Signed by:

Cllr Stagg  
Portfolio Holder for Traffic and Transportation

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