

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 13 March 2018

Subject: Christchurch Gdns, Peronne Rd, Stroudley Ave, Winter Rd parking restriction proposals (TRO 3/2018)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Drayton & Farlington, Hilsea, Milton

Key decision: No

Full Council decision: No

1. Purpose of report

1.1. To consider public responses to proposals relating to parking restrictions

Appendix A: The public proposal notice for TRO 3/2018 (pages 5-6)

Appendix B: Public views submitted (pages 6-13)

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation approves -

- 2.1. Christchurch Gardens: that the double yellow lines on the bend are reduced in length by 6 metres, eastwards from No.4's driveway as proposed;**
- 2.1.1 that traffic calming measures and reducing the speed limit from 30mph to 20mph is considered by the Road Safety & Active Travel and/or Network Management teams;**
- 2.2 Peronne Road / Military Road: that the double yellow lines on the south side of the junction are introduced as proposed;**
- 2.3.1 Stroudley Avenue / Lower Drayton Lane: that the double yellow lines are extended as proposed;**
- 2.3.2 that a further extension the restriction is explored as suggested, and proposals put forward should residents be supportive;**
- 2.4 Winter Road: that the specified lengths of 24-hour double yellow lines are changed to an 8am-6pm single yellow line as proposed, to enable off-peak evening and overnight parking;**
- 2.5 That the remaining 29 proposals under TRO 3/2018 are implemented as advertised.**

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. 3 or 4 traffic regulation orders are put forward each year in direct response to such concerns, and when objections are received a decision by the Traffic & Transportation cabinet member is required to be made at a public meeting.
- 3.2** This was the case for Christchurch Gardens, Peronne Road/Military Road and Stroudley Avenue/Lower Drayton lane.
- 3.3.1** In Christchurch Gardens, a length of double yellow lines was introduced under TRO 95/2017 following concerns raised by residents to their ward councillor and a visit by the police, regarding vehicles parking on the footway round the bend, and the safety issues that posed.
- 3.3.2** Shortly after the restriction was installed, a number of residents of Christchurch Gardens expressed differing views and the double yellow lines were reviewed. The subsequent proposal put forward under TRO 3/2018 to reduce the double yellow lines by 6 metres responded to residents' views (12 responses in total):
- 6 households = remove the double yellow lines
 - 3 households = leave them in place
 - 3 households = shorten the double yellow lines
- 3.3** The proposed amendment to 5 lengths of restriction in Winter Road from 24-hour operation to 8am-6pm operation follows the loss of the frequent bus service that used that road. The potential for off-peak parking (only) was identified, given the nature of the road as a main distributor road within the highway network.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 3/2018 took place 29th January - 20th February 2018.
- 4.2** In addition to statutory and 'normal practice' notification, letters highlighting the proposed reduction of double yellow lines were posted to all 19 properties within Christchurch Gardens and also emailed to the 12 households that had input into the proposal.
- 4.3** The original proposal for double yellow lines was included in Traffic Regulation Order (TRO) 95/2017, and implemented in November 2017 following no objections being received. The notice was published in the local newspaper *The News* on 12 September 2017, which is a statutory requirement under section 7 (1) (a) of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations

1996, as is consultation with specified bodies such as the police, fire & rescue and ambulance services, transport operators etc.

- 4.4** In addition to the statutory notification requirements, the notice was also published on Portsmouth City Council's website and displayed on-street in the affected locations. The latter included a single A4 yellow page on a backing board: 3 copies were displayed in Christchurch Gardens as confirmed by the technicians' supervisor. These measures relate to section 7 (1) (c) of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which indicates local authorities may take such other steps as they may consider appropriate to make people aware of a proposal, such as "the display of notices in roads or other places affected by the order".

5. Reasons for the recommendations

- 5.1** The information and concerns received have led to the recommendations.
- 5.2** Requests for additional traffic-managing measures in Christchurch Gardens and Stroudley Avenue could be explored. Traffic calming and speed limit reduction in the cul-de-sac (Christchurch Gardens) will be subject to the availability of funding and resource following assessment, should the recommendation to consider these measures be approved.
- 5.3.1** The proposed reduction in parking restriction from 24 hours to 10 hours on short lengths of Winter Road takes into account the demand for on-street parking in the area in the evenings/overnight, compared to a demand and regular use by larger vehicles (buses) in the evenings that is no longer present. School traffic is unaffected as the parking is not permitted until after 6pm in the evening and after 8am in the morning.
- 5.3.2** The majority of the proposals mean 2-3 extra spaces per length, placed 15-20 metres away from the junctions. Junctions with main roads such as Winter Road, Copnor Road, Fratton Road, London Road etc., typically have a minimum 7-10 metres of double yellow lines at their junctions with side roads. In the case of Winter Road, there are a number of junctions spurring off both sides of the road within a relatively short distance of each other and so the length of double yellow lines at junctions will be set at 15-20 metres to facilitate good visibility and flow of traffic.
- 5.3.3** In addition to above-average visibility compared with existing junctions, the measure will help to reduce traffic speeds without causing congestion. Introducing a 20mph speed limit on a classified road within the highway network (C450) is not possible. Cyclists are encouraged to use the quieter residential street network wherever possible, away from main roads such as Winter Road.

6. Equality Impact Assessment

- 6.1** An 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. Parking restrictions apply to all motorists regardless of age,

gender, disability, race, religion, sexual orientation etc., and as such they promote improved access, road safety and traffic management for all.

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 of implementing the recommendations above will be in the region of £1,000 (in relation to advertising costs, signage and line-marking). This will be funded from within the existing 2017/18 on-street parking revenue budget.

8.2 No additional resources will be required to enforce this Traffic Regulation Order.

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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
18 emails	Transport Planning team (Engineers inbox)

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

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Signed by:

Councillor Simon Boshier, Cabinet Member for Traffic and Transportation



Appendix A: The public proposal notice for TRO 3/2018

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.3) ORDER 2018

29 January 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

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

1. **Ascot Road** West side, a 2m length northwards from Stride Avenue junction
2. **Culver Road** Both sides, a 2m length northwards from Selsey Avenue junction
3. **Landguard Road** South side, 6m alongside the build-out with tree, side of No.90 Prince Albert Rd
4. **London Road, Hilsea** (a) West side, a 38m extension northwards of Doyle Avenue (stopping just south of No.513)
(b) West side, a 5m length outside No.227 up to the bus stop clearway
5. **Lower Drayton Lane** (a) East side, a 5m extension adjacent to No.10 Grove Road
(b) West side, a 10m extension adjacent to No.8 Grove Road
6. **Pendennis Road** (a) West side, a 2m extension northwards between Nos.3 and 5
(b) West side, a 3m extension southwards outside No.1
7. **Selsey Avenue** North side, a 1m length west and east of Culver Road junction
8. **Shore Avenue** Both sides, 20m total at the southern dead end 'KEEP CLEAR'
9. **Steerforth Close** (a) North side, 8m on the junction with Grafton Street by No.1
(b) South side, 9m on the junction with Grafton Street by No.258
10. **Stride Avenue** North side, a 1m length west from Ascot Road (front of No.17)
11. **Stroudley Avenue** Both sides, a 5m extension eastwards from Lower Drayton Lane
12. **Timpson Road** West side, a 10m length opposite No.12 in front of the emergency access between the garages
13. **Waltham Street** (a) West side, a 7m length between The Old Forge and the University Sports Hall (to the rear of the restaurant for access to the waste bins)
14. **Wellington Street** North side, 6m in front of the emergency access bollards between Ark Royal House and Illustrious House
15. **Military Rd / Peronne Rd** South & west sides, a 15m round the corner junction by No.38 Peronne Rd

B) REDUCTION OF PROHIBITION OF WAITING (double yellow lines)

1. **Christchurch Gardens** South side, a 6m length east from No.4's driveway
2. **Methuen Road** South side, two x 5m lengths opposite Nos. 82 and 94 next to the build-outs
3. **Kassassin Street** East side, the restriction around the build-out outside No.9

C) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO: NO WAITING 8AM - 6PM (allows parking evenings and overnight)

1. **Winter Road** (a) East side, 15m outside Nos.10-14 between Highland Rd and Oliver Rd
(b) West side, 10m outside Nos.61-63 between Hunter Rd and Tredegar Rd
(c) East side, 10m outside No.56-58 between Tredegar Road and Maxwell Rd
(d) East side, 15m outside Nos.72-76 between Maxwell Rd and Westfield Rd
(e) East side 24m outside Nos.110-116 between Evans Rd and Wimborne Rd

D) CHANGE FROM BUS STOP CLEARWAY TO:

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

1. **Winter Road** West side, the 23m length opposite Evans Road, outside odd Nos.107-113



**E) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACE (LA NORTH SOUTHSEA ZONE)**

- 1. **Yorke Street** North side, a 5m bay east of St Paul's Road
- 2. **Waterloo Street** West side, a 9m length opposite No.53 (before the new parking spaces)
- 3. **Wellington Street** South side, a 5m length west of the southern turning area/garage access

F) REMOVAL OF RESIDENTS' PARKING BAY (LB SOMERSTOWN ZONE)

- 1. **St David's Road** West side, the 3m bay between the driveways of Nos.35 and 37

G) RESIDENTS' PARKING PLACE: LA NORTH SOUTHSEA ZONE

- 1. **Radnor Street** At the western dead end, between the existing bays

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. A copy of the draft order and a statement of reasons are 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 or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 3/2018** by **20 February 2018** stating the grounds of objection.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation which are received may be open to inspection by members of the public.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public views

1. CHRISTCHURCH GARDENS

(the first 7 views were received in response to reducing the double yellow lines; the others are in response to the double yellow lines being introduced in November, which led to the proposal to reduce the restriction).

a) Resident, Christchurch Gardens

I would like to have road back the way it was with no yellow lines. It is difficult enough to park on this road as it is, and all you are doing is moving the problem to the next road, It does not make sense to make room for one parking space when if you removed the lines you can get four cars in this space. Please reconsider your decision.

b) Resident, Christchurch Gardens

I feel quite strongly against this and have had several bad experiences with this bend in the road. When I back off my drive vehicles have previously been parked where the lines now are and I have been completely unable to see if traffic is coming from either direction. When vehicles parked on the pavement pedestrians were unable to use it and had to use the road to get round this bend. These pedestrians would include buggies and wheelchair users.

Although other residents in Christchurch gardens are keen for the lines to be removed from the area, I am directly affected by this as the lines are outside my property. I would be open to partial removal of the lines to allow easier parking for neighbours however complete removal would be completely dangerous.

c) Resident, Christchurch Gardens

We are happy to support the reduction of yellow lines to provide one extra parking space east of No 4's drive. This would still leave double yellow lines opposite our driveway thus facilitating reversing from our garage (one of the few in the road still used for its intended purpose!!)

d) Resident, Christchurch Gardens

I wish to object to the proposal as there is no benefit to the residents of Christchurch Gardens in this proposal, with the possible exception that residents may find it easier to reverse a car off the driveways. However if this is the only reason for installing this ridiculous length of yellow lines should it not be considered for installation opposite every drive? - Please do not consider this a serious alternative proposal.

You informed me in an earlier email that the yellow lines were installed for safety reasons and I fail to see how this proposal makes our road any safer.

Please have all lines removed and re-instate Christchurch Gardens, where no accidents have happened, to its original position, thank-you.

e) Resident, Christchurch Gardens

To reduce the lines by 6 metres is totally unacceptable. Please remove the lines completely as asked for by the majority of residents.

The background to what has happened in Christchurch Gardens, arose from a dispute between two neighbours in the east about the parking of a white van. Apparently, the police were called and out of that resulted in the yellow lines appearing without notice to residents!

Even with the yellow lines, that dispute has not been resolved and unfortunately it is the other residents that are now living with the results of their dispute, i.e.; cars from the east side being parked in the west side too much to the annoyance to the residents.

I have lived here for 10 years and have spoken to neighbours who have been here for much longer, some since the houses were built and to my knowledge there have been no accidents or reported incidents on the bend in the discussion. Refuse lorries, delivery lorries etc all negotiate the bend with no problems, so any emergency vehicles would not have a problem.

The one thing that I will say is, that previous to the lines being laid and cars being parked on the bend, residents in the west had to be very conscious of traffic coming from the east as cars and vans would speed around the corner, now with the lines in place, vehicles coming from the east now have a clear view and some take the view that they can go faster, so now creating an even bigger safety issue, especially in the west side and Christchurch Gardens being a 30mph speed limit!

I would like to propose that:

1. Due to the lines being put down without the proper consultation taking place between the 12th September – 3rd October 2017, that they be removed immediately.
2. The existing proposal dated 29th January 2018 be cancelled.
3. Traffic calming measures for Christchurch Gardens, e.g.; 20mph limit.

Officer response

See paragraphs 4 and 7 regarding statutory requirements for notification of local authority proposals. Recommendation 2.1.1 is made in response to the suggestion of traffic calming measures in Christchurch Gardens.

f) Resident, Christchurch Gardens

I do not agree with the reduction of the double yellow lines in Christchurch Gardens.

My house is located towards the end of Christchurch Gardens and therefore I have to negotiate the corner on a daily basis. I suspect the majority in favour of either the removal or reduction in length do not live beyond the corner, and therefore don't have to navigate their way round each day.

Since the inclusion of the double yellow lines the visibility of any oncoming vehicles has been improved enormously. Reducing them, even by one cars length, would decrease the visibility and increase the risk of collision.

I suspect the proposal is related to the amount of car parking spaces available, however if more neighbours made use of their garages and drives then any car parking issues would

be eliminated. For example 2 houses rent out rooms and between them have 7 – 8 cars, but only 2 are normally parked within the confines of their property.

I therefore do not support the reduction in length of the double yellow lines as per your proposal.

g) Resident, Christchurch Gardens

When Police were recently involved in a parking situation in Christchurch Gardens they noticed cars were parked on the pavement and said access at all times must be available for wheelchairs and buggies and for them not to have to walk in the road...which was happening.

The area involved is where the double yellow lines have been painted in my opinion to entirely remove the lines could be dangerous especially on the bend/corner and I hope at least this part of the lines can remain.

h) Resident, Christchurch Gardens

I appreciate that double yellow lines have their uses, when applied in appropriate places, particularly to avoid congestion and obstruction. Such difficulties in a small cul-de-sac, such as the one referred to above, do not normally occur. Even the safety aspect is very marginal. It would, therefore be extremely helpful, if the yellow lines, which have recently appeared, could be eradicated or shortened. In their present state they do make it rather difficult for contractors and visitors to park their vehicles.

i) Residents, Christchurch Gardens

No incident involving parked cars on the area no restricted has ever been known. This is with exception of resident at No.X complaining of cars parked legally.

This leads me back to my original issue with this action. You have acted on behalf of one resident's complaints but afflicted the entire neighbour to these restrictions which has just shifted the problem up the road. This is most likely to cause conflict and fall out.

The purpose of this email is to challenge these lines by way of formal complaint. The resolution I seek is removal of most or all of the double yellow lines or have the 3 curbstones at the front of my house be dropped free of charge.

j) Resident, Christchurch Gardens

I wish to formally raise objection to the double yellow lines between the driveways of No 4 and No 6. I do agree that the portion on the bend should be kept, but the length on the straight section of the road should be removed. I have spoken to a number of residents who are in agreement. I understand that a number of them have already contacted you.

k) Resident, Christchurch Gardens

Before the lines were painted, there were already parking problems in the road, as in more cars than spaces available. Some local residents have opened up there gardens and had dropped kerbs installed to help relieve the problem. This has only partially helped, as there are often still parking issues. Installing these lines has only made the problem worse, as now there are 4 less spaces available! Where on earth are we supposed to park if we can't park in the road we live in? This is just pushing the problem into a neighbouring road, then how long will it take until they've had enough?

I propose that the only realistic option is to completely remove these lines, as they serve no real purpose, and they are not benefiting anyone at all. This is causing friction in the road due to the lack of parking spaces.

l) Resident, Christchurch Gardens

We have been notified by a resident that Portsmouth CC has installed double yellow lines down our road. As if parking wasn't bad enough!! We, as residents, would appreciate it if you would remove them in their entirety as it is completely unnecessary to have them there in the first place.

m) Resident, Christchurch Gardens

This has made parking more difficult for some residents and we have lost visitor spaces for no apparent reason.

n) Resident, Christchurch Gardens

Christchurch Gardens is a small cul-de-sac with many of the houses now having a number of cars in each household. The yellow lines effectively removed 3 on street parking spaces and householders close to the yellow lines are having to find spaces further up the road which makes it a problem for people living at the top of the cul-de-sac. This is causing problems for residents and visitors.

I would be grateful if you could take this email as an official objection and consider either shortening the lines or removing them all together.

o) Resident, Christchurch Gardens

We have a massive shortage of parking spaces on this road I don't believe this action recently made would benefit anyone who lives on the neighborhood. Honestly I think this action is just making a very known issue even worse. As someone who lives on this road and struggles every evening to find where to park may ask you please to remove these double yellow lines?

2. STROUDLEY AVENUE / LOWER DRAYTON LANE

a) Resident, Stroudley Avenue

I have just read a notice reference TRO 3/2018 for a proposal for the extension of double yellow lines 'both sides' of the road in Stroudley Avenue, East of Lower Drayton Lane.

Assuming the proposed extension of double yellow lines is due to the blind bends in and out of Stroudley Avenue/Lower Drayton Lane with the cars/vans that park along the South side of Stroudley Avenue :-

I have no objection to this, but would propose that it would be better to extend the 'South side' yellow lines in Stroudley going East from Lower Drayton Lane further along, up to the corner of Marsh Close or at least a minimum extension of 20 metres. 'Leaving' the 'North side' yellow lines in Stroudley Avenue at the proposed 5 metre extension.

Quite often cars/vans park on the 'South side' of Stroudley Avenue especially in the evenings and at Weekends between Lower Drayton Lane and Marsh Close.

When driving South turning left into Stroudley Avenue coming from Lower Drayton Lane you are faced with vehicles head on round a blind bend as the oncoming traffic is forced to drive on the wrong side of the road due to cars/vans parked. The situation is reversed with the same scenario if you are in a vehicle travelling West along Stroudley Avenue when making a right turn North into Lower Drayton Lane!

I would also like to point out that the stretch of road into Stroudley Avenue from Lower Drayton going towards Marsh Close is narrow. The residents in Stroudley Avenue of numbers 45, 43, 41, 39 etc all have drives and all use these to park their vehicles off the road, which if the double yellow line proposal was extended further along the 'South side' of this road up towards the corner of Marsh Close would then leave this section of road clear and solve the issue.

Officer response

The support is noted, and recommendation 2.3 responds to the suggestion of further double yellow lines in Stroudley Avenue.

3. PERONNE ROAD / MILITARY ROAD

a) Resident, Military Road

1. What are the objects or grounds for the proposed 30 metres of double yellow lines on the corner of Peronne Road/Military Road? The justification for this TRO.

2. Why is painting double yellow lines such a high priority?

3. There is a speed limit of 20mph on Peronne Road/Military Road which is normally ignored and very rarely policed so why isn't money being spent on targeting those drivers? Children are being walked to school at these times and have to be very careful because drivers can't read or are too important and busy and, therefore, cannot be bothered with speed limits

4. Peronne Road/Military Road are used as 'rat runs' particularly between 7.00am and 9.00am and 3.00pm and 5.00pm Monday through Friday. Has a taxi, council worker/councillor or council owned vehicle been inconvenienced because of having to slow down to round the corner, frequently at a higher speed than 20mph? Particularly taxis, Highway Maintenance and Veolia vehicles but obviously not when the latter are on collections.

5. Exiting Military Road to travel on London Road, Northern Parade or even to the Hilsea Roundabout is similar to 'playing chicken' with trying to see past the buses to join the traffic for anyone of the the above. Southdown View is also used as a 'rat run' with cars driving through it's car park trying to get out onto the road. In fact when there are often two to three buses, including double-deckers, at the bus stops outside Southdown View it is virtually impossible to see past to join the speeding traffic. Towards the evening these buses are often parked there for 1 to 2 hours. Maybe one of your Council workers could carry out her/his own assessment of this, especially during peak traffic times?

6. Why aren't our taxes being used to make exiting Military Road safer instead of painting double yellow lines?

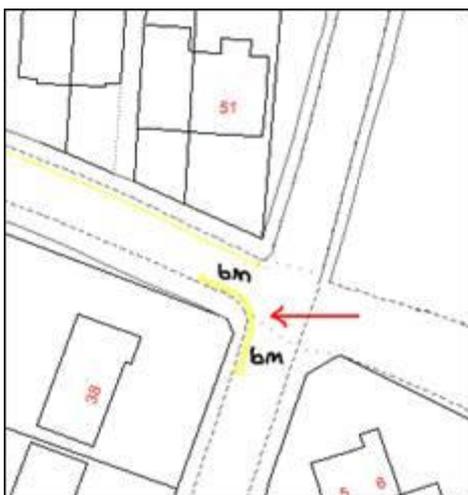
7. Peronne Road/Military Road have a lot of potholes and the pavements are a disgrace. Surely making good both are a higher priority than painting double yellow lines?

8. We live in Military Road and, as far as we are aware, there has only been one accident. This was caused by a car turning left out of Scott Road and hitting a motor bike. The driver of the car was convinced there was no other traffic on the road and coming out of the road too fast. It certainly was nothing to do with the subject corner.

9. These roads aren't populated just by retired people but by people with young families therefore speeding cars/trucks and motor bikes are the danger on this corner.

Officer response

To confirm, 15 metres is proposed in total (not 30m): 6m in Military Rd joined up to 6m in Peronne Road -



6m of double yellow will ensure parking starts one vehicle length away from the corner itself. The proposal has been put forward following concerns raised by local residents that they are unable to see vehicles pulling out of Military Road until the last minute, and vehicles pull out quickly from the junction because parked vehicles also obscure their view of approaching traffic from the right. Vehicles entering Military Road from Peronne Road often have to do so on the wrong side of the road and have nowhere to pull in.

Parking restrictions are considered in response to concerns raised by residents, other motorists, the emergency, delivery and public services etc. and are

funded through the Parking team's revenue budget, not through council tax.

The police deal with speeding within the city, and any concerns raised would have been reported to them and/or the council's Road Safety & Active Travel team. Military Road has not been highlighted by residents as requiring traffic calming measures, but I have asked that your concern is recorded to assist with any future considerations.

There have been no reports of vehicles being inconvenienced by having to slow down at the junction, but this is not something we would seek to discourage as drivers slowing down is expected before exiting/entering a corner.

Exiting Military Road onto London Road to access Northern Parade, or travel north towards Hilsea roundabout is part of a scheme being reviewed by the Network Management team, for which central government funding may be sought. There is no requirement for motorists to play 'chicken' with the traffic and get across the 3 southbound lanes: the preferable route is to turn left, travel south and round the 'Coach and Horses' gyratory - any future traffic scheme is likely to promote that movement or something similar.

Comments regarding the pavements/roads have been passed to the City Help Desk, who will make a report to Colas (the council's contractor). Colas are obliged to inspect and maintain the city's roads and pavements under the PFI maintenance contract.

4. WINTER ROAD

1. Portsmouth Cycle Forum

We are unhappy with the proposed arrangements for Winter Road and object that proposal.

Winter Road is a north-south distributor on the Portsmouth highway network and, as well as being the main access for the many adjoining residential streets, it is a busy route for traffic going to and from East Southsea. Traffic has increased on this road since the calming measures on the parallel Haslemere Road diverted many vehicles away to other routes.

Proposed traffic calming measures on Francis Avenue could divert more vehicles to Winter Road. Winter Road is used by emergency vehicles as it is on a direct route from Milton and the Eastern Road to East Southsea.

The east-west residential roads which cross Winter Road are used by many cyclists who wish to avoid the busier thoroughfares. There are problems already with the cars parked (legally) on Winter Road, their presence severely limiting visibility of oncoming traffic for everyone when emerging from many side roads. One example is the junction with Hunter Road where it is impossible to see traffic from the right without passing well beyond the stop-lines. Hunter Road sees a lot of school traffic (pedestrians, cyclists, cars). In addition, the speed limit on Winter Road is 30mph so traffic is often proceeding at that rate.

We acknowledge that vehicle parking is difficult throughout Portsmouth and the streets surrounding Winter Road are no exception, however adding a few on-street spaces on Winter Road is just another sticking plaster response rather than addressing the root of the problem.

For all these reasons we ask you not to implement item C 1 from this TRO. We ask instead that:

- a review of existing on-street parking is carried out with a particular focus on the safety of vehicle users, pedestrians and cyclists who are emerging from the many side roads.

- consideration is made to reduce the vehicle speed limit on Winter Road to 20mph
- the long-awaited review of parking in Portsmouth is concluded with some concrete measures to alleviate the problems including the heavy promotion of sustainable transport options, the provision of frequent and accessible public transport, the implementation of an acceptable form of residents parking scheme.

Officer response

See paragraphs 3.3 and 5.3 of this report.

Nearly 3000 people responded to the parking review undertaken by Cabinet Members within the TECS panel (Traffic, Environment and Community Safety). The survey published in Flagship concluded in January 2018, and the full results and recommendations will be forthcoming shortly, once all information has been analysed.

(End of report)