

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

Date of meeting: 12 July 2018

Subject: Station Street parking bays (TRO 130/2017)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the response to changing the layout of the Pay & Display parking bay in Station Street in front of the new development at 8 Surrey Street, as per Planning condition 19 (c) of the Planning Permission granted under ref: 16/00142/FUL.

Appendix A: Original site plan and adjacent public highway (page 5)
Appendix B: Amended site plan following consultation period (page 6)
Appendix C: The public proposal notice for TRO 130/2017 (page 7)

2. Recommendation

- 2.1** That the proposal under TRO 130/2017 is approved, changing the existing parallel parking to echelon (angled) parking within the realigned carriageway - as per Planning condition 19(c) of the Planning Permission granted under ref: 16/00142/FUL.

3. Background

- 3.1** A Pay & Display parking bay exists in a parallel position on the north side of Station Street, west of its junction with Surrey Street. Its operation has been suspended within the site boundary whilst the adjacent land is redeveloped.
- 3.2** Planning permission was granted for the redevelopment of No.8 Surrey Street, stipulating condition 19 (c): to provide six echelon parking spaces onto the site frontage to Station Street. The condition was required to ensure adequate controllable parking provision to support student intake days.
- 3.3** The permission also included a planning obligation secured via a section 106 agreement to produce, agree and operate a travel plan to manage the student intake days. The applicant suggested that the delivery of the travel plan could be achieved with the use of 5 parking bays which had been secured by agreement with the landowner at the Slindon Street car park. PCC advised that the car park was unlikely to be available in the long term and that given the considerable width available

alongside the existing parking bays, that the existing parallel bays could be re-orientated as echelon bays to provide up to 6 spaces that could be secured for use during student intake days for unloading.

- 3.4 This required an amendment to the traffic regulation order, and associated 21-day consultation of statutory bodies and notifying the public, allowing the right to object.
- 3.5 The proposed arrangement consulted upon is shown at appendix A

4. Consultation

- 4.1 The 21-day consultation period took place from 5th - 29th December 2017, and 1 objection was received from Portsmouth Cycle Forum:

Portsmouth Cycle Forum objects to Item A in TRO 2017/130 which proposes the change of parallel Pay and Display parking to parallel or echelon parking close to the junction with Surrey Street.

Station Street has been the focus of traffic calming and cycling measures with the recent introduction on on-carriageway cycle lane markings, improvements to junctions and physical measures. All these have had the aim of slowing traffic, improving sightlines and encouraging cycling to the city centre and to local schools.

It is a well-known fact that the behaviour of drivers when using angled parking bays is frequently not as intended. Whilst they are encouraged to reverse into the bays, more often than not the vehicles are driven forwards. Such behaviour requires the vehicle to be reversed out; a manoeuvre which is carried out with very limited visibility by the driver.

We are also concerned that the proposed parking bays are of limited length and could be used by long wheelbase vehicles. These would overhang the buffer zone and encroach into the cycle lane causing cyclists to take avoiding action.

Given that this road has been engineered to improve safety for vulnerable road users we find the introduction of the proposed parking design incompatible with increasing and improving road safety and therefore we object in the strongest terms to this proposal.

5. Reasons for the recommendation

- 5.1 Following the above comments received by the Portsmouth Cycle Forum, the design was reviewed and amended to address some of the concerns raised. The amended plan is represented at Appendix B.
- 5.2 The parking bays shall be marked to comply with the Department for Transport's guidance, which encourages drivers in the adjacent traffic lane to reverse into echelon parking bays. Therefore were vehicles to drive forwards into the bays they would

then reverse out *away* from the oncoming traffic flow and not towards it. Vehicles reversing into the bays would subsequently leave in a forward manner *with* the traffic flow, and not against it.

- 5.3** The hatching in the centre of the road adjacent to the parking spaces will be re-laid with red surfacing and given a solid white line border to deter vehicles travelling west on Station Street from crossing the hatching to access the echelon bays by driving forwards into the spaces. If it becomes apparent that there is a problem with westbound vehicles pulling across the road and into the echelon bays, then PCC would require the developer to build up the hatched area with kerbing and a raised island.
- 5.4** The dimensions of the parking bays are to be 2.4m wide x 5m long. The Manual for Streets allows for a minimum size of 2.4m wide by 4.2m long.
- 5.5** The echelon parking spaces will be orientated at a 57 degree angle, which will result in the provision of 5 parking spaces, one fewer than required by the planning condition. The developer has based their student intake plan upon the provision of 5 spaces and as such on balance the loss of one space is acceptable. A 45 degree angle for echelon parking is recommended by the DfT guidance but this would have resulted in only 4 parking spaces being available. This would not meet the requirements of the student intake plan. The road safety audit team appointed by the developer have examined the proposed design for the 57 degree echelon parking and have stated in writing that they have no concerns.
- 5.6** A buffer zone will be included, increasing the space between the end of the parking bays and the cycle lane.
- 5.7** A similar arrangement can be found at Baffin's Road where echelon parking bays are arranged with a cycle lane passing in front of the bays. Having reviewed the casualty data at Baffin's Road, no accidents have occurred in the past 5years as a result of the arrangement of parking spaces.

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. Disabled badge holders will remain exempt from the Pay & Display charges provided the blue badge is clearly displayed in the windscreen. The parking bays will also be marked in excess of the minimum width requirement.

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 proposed traffic regulation order (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.

7. Director of Finance's comments

7.1 The sum of £1800.00 (inc.VAT) was received from the developer, WPC Portsmouth, for the traffic regulation order required under the s287 agreement.

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Signed by:
Tristan Samuels
Director of Regeneration

Background list of documents: Section 100D of the Local Government Act 1972

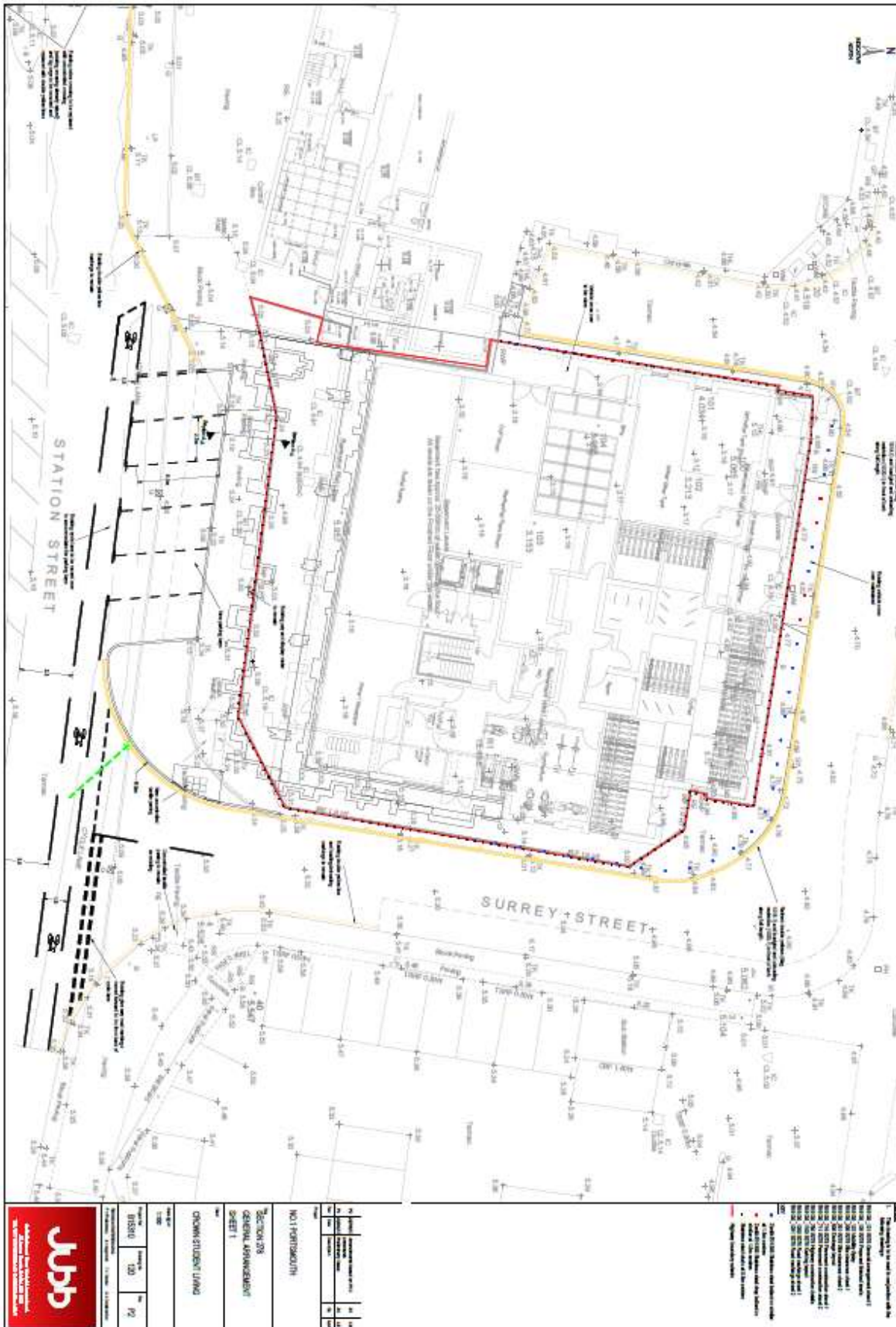
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
1 email	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 Lynne Stagg
Cabinet Member for Traffic and Transportation

APPENDIX A: Original site plan subject to consultation.





Appendix B: Amended plans following comments received during consultation.



Appendix C: The public proposal notice for TRO 130/2017

**THE PORTSMOUTH CITY COUNCIL (STATION STREET) (AMENDMENT)
(NO.130) ORDER 2017**

5 December 2017: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 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) PAY & DISPLAY:

CHANGE FROM PARALLEL PARKING BAYS TO ECHELON PARKING BAYS

1. Station Street

North side, the 18m length west of Surrey Street junction

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2017'. A copy of the draft order, a plan and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to support or 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 130/2017** by **29 December 2017** stating the grounds of support or 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

(End of report)