

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

Date of meeting: 15 November 2018

Subject: Herbert Road, Minstead Road, St Peter's Grove, St George's Road
Eastney: parking proposals under TRO 78B/2018

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Eastney & Craneswater, St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public responses to proposed parking restrictions in a number of locations and proposed part-kerb pavement parking. Objections were received to 4 proposals within TRO 78/2018, 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 78/2018 (pages 8-9)
Appendix B: Public views submitted (pages 10-14)

2. Recommendations

It is recommended that:

- 2.1.** the Doctor parking bay proposed under TRO 78/2018 in Herbert Road is not implemented;
- 2.2.** a decision on the part-kerb pavement parking bays proposed in Minstead Road is deferred to enable further discussions with residents and councillors;
- 2.3.** the double yellow lines proposed under TRO 78/2018 for St Peter's Grove are installed but at a reduced length of 5m, instead of the 7m length proposed;
- 2.4.** the 10m reduction of double yellow lines in St George's Road (Eastney) proposed under TRO 78/2018 is carried out, reducing the 38m length northwards from Marine Court to 28m.

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** Herbert Road: Following some confusion over faded non-compliant bay markings in Herbert Road, a request was made by the medical practice in Waverley Road for a legitimate Doctor parking bay to be installed. The purpose of the bay would be to enable on-call doctors to reach patients more quickly, and to return to the practice again more quickly, minimising delays to appointments.
- 3.3.1** Whilst it is common for Disabled bays to be located outside surgeries, medical centres etc. to enable patients to park as close as possible, the demand for Doctor bays is very low (2 requests in 15 years).
- There is currently only one legally-compliant Doctor parking bay in the city, located in Ashburton Road, Southsea. It is not Council policy to provide parking for employees at the workplace, but an exception was made in that case as the doctors' practice is located in a controlled parking zone within a busy commercial and tourist area. The Doctor bay replaced an existing 1-hour limited waiting bay that was no longer required due to the 3-hour free parking period available the KC zone parking bays.
- 3.3.2** The current legislation does not allow for advisory parking bays: all are enforceable and must comply in terms of the marking, signage and traffic regulation order. The legislation does provide for enforceable Doctor bays, subject to the statutory process that includes a 21-day consultation. Therefore a Doctor bay was proposed for Herbert Road under TRO 782018, to operate 8am-6pm Monday-Friday.
- 3.4** Minstead Road: The footways in Minstead Road are unusually wide at around 3 metres on each side, and due to the high demand for parking, residents park vehicles partly on the footways. Without marked bays to guide parking however, the remaining width of carriageway is inconsistent, which causes concern for local residents. Just one vehicle parked further into the road causes a problem for traffic (image below provided by a resident).



- 3.5** St Peter's Grove, Southsea: double yellow lines are rarely considered for improving access to private off-road parking facilities, being focused on resolving road safety and traffic management issues. However, Elm Lodge's rear parking area is accessed via St Peter's Grove and caters for 7-8 cars. When the off-street parking is inaccessible, these vehicles take up parking spaces on St Peter's Grove. The narrow entrance cannot be adjusted to enable easier turning for vehicles, as it forms part of the building's structure.
- 3.6** St George's Road, Eastney: A request was made to review the double yellow lines at this location, with a view to improving parking capacity and to make the restrictions more consistent with similar junctions (side road junctions with Copnor Road, for example).

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 78/2018 took place 9-30th August 2018.
- 4.2**
- | | |
|---------------------------|--|
| Herbert Road: | 3 x objections, 3 x support |
| Minstead Road: | 1 x objection, 2 x objections with suggestions, 1 x suggestion, 3 x support with suggestions |
| St Peter's Grove: | 1 x objection, 1 x support |
| St George's Road, Eastney | 1 x objection |
- 4.3** Traffic Regulation Orders can be made in part. Therefore, the remaining proposals under TRO 78/2018 which received no objections will be brought into operation under TRO 78A/2018. Approval of the proposals for the locations within this report will mean a separate order (TRO 78B/2018) to facilitate the on-street changes.

5. Reasons for the recommendations

- 5.1** The information and concerns received from residents, along with the preliminary EIA, have informed the recommendations. Responses are reproduced at Appendix B on pages 10-14.
- 5.2** Herbert Road: The points made by the residents in objection to the proposed Doctor bay highlight why Disabled bays are more commonly located near doctors' practices,

surgeries and medical centres, enabling those with reduced mobility to park as close as possible when attending appointments.

- 5.2.1** The allocated space would be left empty whilst health professionals carried out their visits, denying use of a space by patients and for carers and other health professionals attending residents of Herbert Road and Waverley Road, potentially causing frustration among local people (see objections on page 10). There is a large care home located in Herbert Road itself.
- 5.2.2** Although some GP practices in the city provide off-road parking facilities, most are not able to, and their doctors, other staff and patients share parking on the public roads. There are many people in different types of jobs where it is necessary to carry out health and wellbeing visits for example, and it would not be feasible to designate parking for all such employees at the workplace. Doctors etc. have 'Essential Visitor' permits to enable them to park close to their destinations where restrictions are in place, when out and about on visits.
- 5.2.3** The preliminary Equalities Impact Assessment identified that the proposed Doctor bay would have a negative impact on disabled, older and pregnant persons, being the closest parking space to the medical practice. For this reason and those given above, officers are unable to recommend that the Doctor bay is installed.
- 5.3** Minstead Road: The part-kerb parking at either end of Minstead Road was proposed to formalise the current practice of vehicles using part of the footway for parking, via a traffic regulation order, signage and road markings. A visual aid to motorists would be provided to guide parking so as not to obstruct pedestrians or traffic (particularly larger vehicles).
- 5.3.1** Double yellow lines have not been considered to be a viable solution in this location as residential parking is in high demand. Preventing parking on one side of Minstead Road, for example, would remove approximately 17 parking spaces.
- 5.3.2** The mixed response from residents and councillors has led to the recommendation for the current proposal to be deferred to enable further discussions to take place.
- 5.4** St Peter's Grove: 7 metres of double yellow lines were proposed between the two marked parking bays where the white entrance marking is. When vehicles park up to the pillars they are outside of the marked bays that require an LB zone residents' parking permit, and also do not park in front of the entrance itself. This 'loophole' means enforcement is not possible and no action can be taken to assist residents.
- 5.4.1** In light of the objection however, the proposal has been reduced to 5 metres, which will improve access, remove the potential for unrestricted parking with the LB parking zone and reduce the demand on the parking on the public roads.



- 5.5** St George's Road: The proposed reduction of double yellow lines by 10 metres is likely to have little or no impact on traffic, as the width of the carriageway continues to allow two-way traffic flows and accommodate on-street parking. The proposed reduction leaves 28 metres (91.8 feet) of double yellow lines in place northwards from Marine Court. This is around twice the length of restriction in place at similar junctions, acknowledging the close proximity to the seafront and congested nature of this area during peak Summer season.





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. However the preliminary EIA identified that the proposed parking bay reserved for doctors would have an impact on disabled, older and/or pregnant persons' ability to access the surgery if a parking space were removed from general use.
- 6.2** Disabled and older persons, and those who are pregnant, would no longer be able to park in the closest space to the doctors' practice, potentially having to park further away. The allocated bay would also be unavailable for carers and other health professionals attending to residents of Herbert Road, even when empty. Parking in this residential area is currently unrestricted and available on a first-come, first-served basis.
- 6.3** There is another side to the argument, in that the doctor will have a reduced distance to walk to his/her car to then drive to home visits, and similarly when returning to the practice. This may benefit those (including older, disabled and pregnant persons) in terms of reduced waiting times and quicker attendance by a doctor, but is harder to measure than the clear removal of access to a parking space near the surgery.

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** 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 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 the measures recommended in this report are likely to be less than £1,000 and will be met from the On Street Parking budget.

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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
16 emails	Transport Planning team, PCC

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: The public proposal notice for TRO 78/2018

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.78) ORDER 2018

9 August 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4 and 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) NO WAITING AT ANY TIME (double yellow lines)

- | | |
|-----------------------------|---|
| 1. Augustine Road | Both sides, a 3m length northwards from Solent Road |
| 2. Copsey Grove | West side, a 10m length northwards and southwards of Lealand Grove, outside Nos. 31 and 33 |
| 3. Kestrel Road | (a) East side, 2m lengths northwards and southwards from Sparrowhawk Cl |
| 4. Lealand Grove | Both sides, an 8m length westwards from Copsey Grove |
| 5. Lowestoft Road | North side, an 11m length eastwards from Washbrook Road |
| 6. Meadowsweet Way | North side, a 22m length westwards from Wymering Lane |
| 7. Racton Avenue | South side, a 17m length across the garage access road rear of No.65 |
| 8. Solent Road | North side, a 3m length westwards and a 3m length eastwards from its junction with Augustine Road |
| 9. Sparrowhawk Close | (a) North side, a 10m length eastwards from Kestrel Road
(b) South side, a 2m length eastwards from Kestrel Road |
| 10. St Peter's Grove | East side, a 7m length in front of the access to Elm Lodge rear parking area |
| 11. Tangier Road | South side, a 20m extension from the cycle lane to the bus stop clearway outside Portsmouth College (for new dropped crossing point and improved visibility of pedestrians) |
| 12. Uplands Road | Both sides, a 3m length northwards from Solent Road |
| 13. Wymering Lane | East side, an 11m length northwards from the electricity substation (end of Meadowsweet Way) |

B) DOCTOR PERMIT HOLDERS ONLY: MONDAY - FRIDAY 8AM-6PM

- | | |
|------------------------|--|
| 1. Herbert Road | South side, a 5.5m length east of Waverley Rd, alongside No.38 Waverley Rd |
|------------------------|--|

C) EXTENSION OF PAY & DISPLAY 8AM-6PM (in place of double yellow lines)

- | | |
|--------------------------|---|
| 1. Cambridge Road | East side, a 10m length outside the University Library entrance south of Burnaby Road |
|--------------------------|---|

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

- | | |
|--------------------------------------|---|
| 1. Chitty Road | East side, a 2m length south of Collins Rd before the dropped kerb |
| 2. Goldsmith Avenue | North side, a 5m length from 31m west of Frogmore Rd junction |
| 3. Highland Road | North side, a 5m length outside No.61; 18m west of Haslemere Rd junction |
| 4. Locksway Road | North side, a 3m length outside William Court; 7m east of Catisfeld Rd junction |
| 5. St George's Road (Eastney) | East side, a 10m length rear of No.2 Marine Court; 29m north of Marine Court junction |

E) PART-KERB PARKING BAYS

- | | |
|--------------------------|---|
| 1. Lowestoft Road | North side, a 10m length adjacent to No.60 Lowestoft Road |
| 2. Minstead Road | (a) West side, a 17m length adjacent to No.63 Henderson Road
(b) East side, an 8m length adjacent to No.65 Henderson Road
(c) West side, a 16m length in front of the church (Bransbury Road end)
(d) East side, a 12m length adjacent to No.20 Minstead Road, south of Bransbury Road |

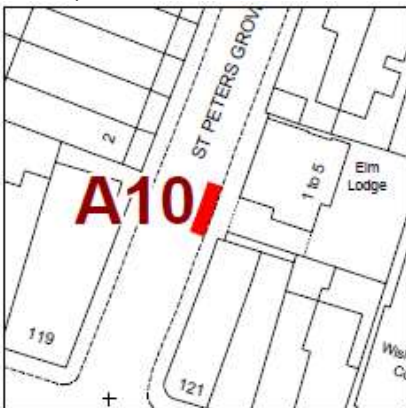
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. The draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

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 78/2018** by **30 August 2018** 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 approval at a public decision meeting, representations are included in the associated published report but are anonymised.

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

PLANS: A10 (St Peter's Grove), B1 (Herbert Road), D5 (St George's Road), E2 (Minstead Road)



Appendix B: Public views

1. HERBERT ROAD OBJECTIONS (PROPOSED DOCTOR'S PARKING BAY)
<p>a) Resident, Waverley Road</p> <p>I am writing to object to the proposed Doctors' parking bay in Herbert Road, as it does not benefit the community in any way; rather it removes a valuable parking slot in a residential area of high demand.</p> <p>Doctors already have a permit that allows them to park in restricted areas when on duty: This parking bay is a mere convenience to allow them to park when working at the practice: I am not aware that PCC provides parking for employees of local businesses, else I would apply for a parking bay for myself and my staff in Herbert Road.</p> <p>If granted, this application will establish a dangerous precedent allowing further bays for nurses, administrators and care workers and staff for the several nursing homes in and adjacent to Herbert Road.</p> <p>Indeed it is not difficult to envisage that parking in the whole of Herbert Road could be denied to residents, for the convenience of medical employees.</p>
<p>b) Resident, Herbert Road</p> <p>Having read your proposal to allocate a doctor's bay in our road, presumably for the practice on Waverley Road and not for the care home near us, we think this is unfair and unjustified. There are always spaces to park in this road during the day when the bay will operate. However this will mean the carers and visitors to my elderly and unwell father will never be able to park on that bit of road. This also includes myself and my husband.</p> <p>To be honest I don't see why a doctor would need an allocated parking space on the road. Perhaps you should consider permits for doctors to use when they're on call instead so they can reach patients more quickly, particularly in locations where parking is difficult. This would help with their workloads. If someone is in an emergency situation an ambulance would attend and they can park anywhere for the time they need to.</p> <p>It seems there are a range of health professionals, NHS and otherwise that could ask for doctors bays, all of which would remove a parking space for general use.</p> <p>This brings me back to my main point of why a doctor would need an allocated space in our road - if anything, why not in the road opposite, Wimbledon Park Road alongside the park and not by someone's house.</p> <p>Won't the bay just be left empty while the doctor is out on calls? So aren't you basically providing a special parking space for when they're at work? Is it fair for the council to provide parking spaces for people at their workplace? Again, how do you determine which health workers get their own parking at work? I would be interested to know how many of these bays are in Portsmouth and how other practices manage.</p> <p>I'm not anti-NHS but this bay seems unnecessary and unfair on everyone else, including carers attending to residents. Thank you for the opportunity to give my view.</p>

c) Resident, Herbert Road

In respect of the doctor's bay to be marked in Herbert Road (ref TRO 78/2018), I must object to this proposal.

It is unclear why a doctor would need a parking bay where he or she works, particularly when parking in our road is not especially difficult during the day.

Without wishing to sound rude it doesn't seem right for someone to get an allocated parking space for when they're at work. I'm surprised the council would agree to this. If it's for the on-call doctor then the parking bay will be empty a lot of the time and nobody else will be able to use it. The same thing applies when the doctor is at the surgery - nobody else will ever be able to use that particular parking space.

By 'nobody' I don't necessarily mean residents, but the carers and others who visit the people living here, including friends and family visiting us older folk. There is a care home here, and surely someone attending the needs of those residents should take priority than a doctor at his or her surgery.

If the bay is for the surgery on Waverley Road, then it's the closest place for patients to park as Waverley Road has double yellow lines at the front and no parking. They will have to park further away so that a doctor can park where he or she works, which also doesn't seem right.

I hope you can consider my objection to this proposal.

HERBERT ROAD SUPPORT (PROPOSED DOCTOR'S PARKING BAY)
a) Doctor, Waverley Road

I am writing as one of the GPs who works at Waverley Road Surgery- we would really value the return of a designated bay that we can use during the week. It is enormously helpful for the duty doctor to be able to come and go from the practice at short notice and have a reasonable expectation of being able to return and park nearby. We hope that the limited hours of operation should mean that the effect on our neighbours should be limited in that this space will be available for general use at evenings/overnight and weekends.

b) Resident, Marion Road

I am a disabled patient of the Waverley Road Surgery and on various occasions have been totally reliant on my GP being able to get to me urgently. I therefore totally endorse the requirement for Doctors' Parking adjacent to the surgery.

c) Resident, Marion Road

I am writing in support of the TRO to put back the doctor's parking bay in Herbert Road. The GPs in this practice make many, many home visits. Many of these are to patients who fall into Portsmouth City Council's Armed Forces Covenant. The GPs need these spaces in order to increase their productivity during the day, but not overnight when they should be for resident parking.

I ask you to please decide in favour of returning these essential spaces. I am sure many others will write in making similar representations.

The surgery has the highest satisfaction levels in the City and serves some of the most needy. It continues to operate a walk-in surgery and makes a relatively high number of home visits.

2. MINSTEAD ROAD OBJECTIONS (PROPOSED PART-KERB PARKING BAYS)
<p>a) Resident, Minstead Road</p> <p>What your planning to do won't make any difference to the road as vehicles already do this anyway, the only advantage will be that pedestrians will be able to walk on the pavement which i agree should be allowed but with vehicles on both sides of the road an emergency vehicle will still have problems getting through as the road is not wide enough when you have large vans etc parked. The double yellow lines should be longer as the amount of times i have gone to turn in and can't when cars are waiting to turn out into Bransbury road and vehicles are parked both sides as well.</p>
<p>b) Resident, Minstead Road</p> <p>This should be marked all the way down the road as cars often park on both sides throughout the length without considering that they have blocked it, lorries often beep and emergency vehicles have no chance of getting down the road.</p> <p>At the Henderson Road entrance cars already park on the pavements and there is often insufficient space for cars or larger vehicles to enter the road.</p> <p>Referring to the map, outside number 2 is a major issue as cars (even parked half on the pavement) jut out in to the road because it is on the bend. This should 100% be double yellows until the road fully straightens again.</p> <p>I also believe the road would benefit from wider white lines outside drives. Some do, some don't, some have a gap of 2 or 3ft between the white lines, which makes it unclear to people parking.</p>
<p>c) Resident, Minstead Road</p> <p>Re the half-on-half-off this should be for the whole road as then an emergency vehicle will have no problem getting down the road because if I park my car fully on the road (SUV) it does not leave much room for the emergency services to get by as cars can park on the road opposite me and also there is a lot of cars using the road when there are netball etc on in the park . Our road is not wide enough to fully park fully on the road, so I suggest we make the whole road half on half off . As everyone is doing so and there has been no problems with people using the pavement</p>
<p>d) Resident, Minstead Road</p> <p>We note the proposal to permit half-on-half-off pavement parking at either end of Minstead Road.</p> <p>Pavement parking has been a problem in this area for some time and we would prefer to see double yellow lines along one side of the road as an alternative to what is being proposed. We hope this will be given consideration.</p>
<p>e) Resident, Minstead Road</p> <p>We are strongly opposed to the latest proposal by City Council, cars from all over the estate are already parked in the Road</p> <p>please DO NOT encourage more, also we are one of only two through roads between Bransbury and Henderson Roads therefore have to put up with excessive traffic speeding through at all hours.</p>

f) Residents, Minstead Road

I live at X Minstead Road and am acutely aware of the parking issues. My only concern is the trade vehicles and large cars that adhere to the new parking markings will protrude into the road and as people tend to park opposite this creates restricted access particularly for large vehicles. I feel that the best solution is parking on one side of the road only with double yellow lines on the other side then there would be no problem with the road being narrowed by people parking opposite to other cars. We have seen the problems that people's thoughtless parking create causing problems for large vehicles, fire engines, recycling vehicles etc. and also people having to reverse back as they have been unable to get through.

g) Resident, Minstead Road

I am writing to you to OBJECT to the proposed half pavement parking bays in Minstead Rd. I assume this is to make access and egress to Minstead road safer, and also to make it legal by putting in dropped kerbs and sloping the pavement.

This must be an expensive project to achieve nothing, as vehicles are already parking in the manner that these bays will provide. How parking bays will make it safer for access I do not know. Also vehicles will still be parking on the pavement along the rest of the road, why not dropped kerbs for them?

Extend the double yellow lines on the east side of Minstead Rd 12 metres at the Bransbury Rd end and the 8 metres at the Henderson Rd end as in the plans for bays, this being a cheaper solution with less aggravation to residents not having the road dug up and will achieve the safe access and egress that I assumed this is all about.

3. ST PETER'S GROVE OBJECTION (PROPOSED 7 METRES DOUBLE YELLOW LINES)
a) Resident, St Peter's Grove

I agree that a no waiting restriction is required in this location, since this access is frequently blocked by vehicles. However I believe the 7 m length is excessive for the size of the entrance which is only about 3m wide. I have surveyed other similar off road access points in the environs, and a space of no more than 1m either side appears to be the norm even in roads much narrower than St Peter's Grove.

I believe the 7m length has been derived by taking 1m either side of the legacy dropped curb rather than the actual vehicle access part. St Peter's Grove is a resident parking permit zone, and parking spaces are at a premium. The unnecessary loss of 2m or so of prime parking would be an inconvenience for the other residents. Please re-survey this requirement, and consider making the length of the no waiting restriction less, and in line with other vehicle accesses in the area.

ST PETER'S GROVE SUPPORT
a) Resident, St Peter's Grove

I am the owner of XX Elm Lodge at St Peter's Grove. I will be grateful if you could apply the change of restriction parking at the entrance of the premises. The car park is situated at the back of the building and the entrance is very narrow, therefore when coming out from the car park to the main road, there is a very restricted view of the oncoming traffic. I have already applied for the restriction of parking a few years back and the single white line has been drawn. However, this does not have any effect and people are still parking there as no restriction applies. This could potentially cause an accident due to the restricted view the drivers have, therefore I would be grateful if this could be solved as soon as possible.



5. ST GEORGE'S ROAD, EASTNEY, OBJECTION (PROPOSED 10-METRE REDUCTION OF DOUBLE YELLOW LINES)

a) Resident, Marine Court

Re: Reduction of double yellow lines St George's Road East side 10m length rear of No 2 Marine Court 29m North of Marine Court junction

We, residents and owners of No X Marine Court, object most strongly to the reduction of this 10m stretch of double yellow lines as proposed in your order posted locally.

St George's Road has become a very busy thoroughfare with multiple roads leading off its entirety. None more so than at this proposed section. The turning out of Marine Court onto St George's Road is hazardous at the best of times as one has to be aware of 4 points of reference - namely traffic from LEFT, joining St George's Road from the seafront, traffic AHEAD joining from Eastern Parade, traffic joining from Selsey Avenue (turning either LEFT or RIGHT) and the constant flow of traffic heading down St George's Road approaching from the RIGHT. The vantage point from Marine Court of traffic heading down St George's Road is already obscured enough by parked vehicles - often motor homes and vans, which by their very nature are higher than the average vehicle. If you were to reduce the double yellow lines by 10m this would significantly reduce visibility and make an already hazardous manoeuvre even more dangerous. We would also add, that coming out of Selsey Avenue approaching St George's Road, the visibility at this junction is also perilous. The reduction of 10m of double yellow lines would here add to the precarious manoeuvre twofold; 1) reducing both visibility and traffic separation due to Southbound vehicles on St George's Road being forced into the middle of the road closer to the junction and 2) reducing safety in the actual manoeuvre by further limiting road space available.

We would ask why the engineers feel this reduction is necessary. If it is to gain more parking space (1 motor home OR 2 cars max) for the City, then the Council are being very shortsighted and not taking SAFETY into consideration.

The exit from Marine Court has already been brought to the City Council's notice as being extremely dangerous and in need of assessment. The Council have already acknowledged this point. Why then, at this stage, do they decided to do something which will only make the situation worse?

(End of report)