

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

**Date of meeting:** 24 January 2019

**Subject:** Chaucer Avenue, Third Avenue, Netley Road: parking proposals under TRO 96B/2018

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

**Wards affected:** Paulsgrove, Cosham, St Jude

**Key decision:** No

**Full Council decision:** 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. Objections were received to 3 proposals within TRO 96/2018, 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 96/2018 (pages 8-9)  
Appendix B: Public views submitted (pages 10-26)

In this report, DYL means double yellow lines.

## **2. Recommendations**

It is recommended that:

- 2.1.** The proposed 5-metre KC zone residents' parking bay is not installed in place of double yellow lines outside Nos.1-2 Netley Road;
- 2.2.** The proposed DYL at the northern end of Third Avenue are installed on the east side only, outside No.18;
- 2.3** The DYL are removed from the north side of Chaucer Avenue and replaced on the south side, with white line markings applied in front of the steps on the north side.

## **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** Netley Road: The 3 metres of unrestricted road between Nos. 1 and 2 Netley Road, meant vehicles parking there either overhung the double yellow lines or the dropped kerb outside No.1 (see images below). This short length of unrestricted road is within the KC West Southsea Residents' Parking Zone, but with no marked bay or accompanying sign, vehicles could park without a permit for unlimited time.



When the road was resurfaced, the DYL were marked up to the entrance marking. This subsequently led to a request to reduce the DYL to accommodate a legitimate 5-metre parking bay. As vehicles had been unofficially using the location for parking for a number of years, but without bay markings for guidance, a proposal was put forward as part of TRO 96/2018, to create a formal parking bay to be marked out and signed.

**3.4** Third Avenue: A concern was received from a resident at the northern end of Third Avenue about vehicles parking in the corners opposite the parking bays, obstructing access. A proposal was put forward for 2 lengths of DYL to help maintain access at the dead end. There are also 2 dropped kerb access points to driveways on either side.



- 3.5** Chaucer Avenue: Parking is only possible on one side of the road, and historically has taken place on the south side adjacent to the pavement. An issue arose in 2015/2016 whereby vehicles started parking on the north side halfway along the road, opposite the driveways. Insufficient space was sometimes left so that traffic was unable to pass, particularly larger vehicles such as for waste collection. A petition signed by 8 residents was received, and DYL proposed and implemented on the north side (right hand side on the image below) to maintain parking on the south side only.



Within the last 2 years, a large number of dropped kerbs for driveways have been installed on the south side of Chaucer Avenue, significantly reducing the on-street

parking available. There are 24 properties and currently 11 dropped kerbs, with a further 2 applications in progress. It has therefore been requested that the parking is relocated to the north side, to improve on-street parking provision. The properties on the north side of the road are largely unable to apply for dropped kerbs / driveways due to the grass verge (of fairly steep gradient), steps and trees. A proposal to relocate the double yellow lines from the north side to the south side was therefore put forward for consultation.

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

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 96/2018 took place 3<sup>rd</sup> - 24<sup>th</sup> October 2018.
- 4.2**
  - Netley Road: 2 x objections, 1 x support (if space allows)
  - Third Avenue: 2 x objections, 2 x support
  - Chaucer Avenue: 12 x objections, 14 x support
- 4.3** Traffic Regulation Orders can be made in part. Therefore, the remaining proposals under TRO 96/2018 which received no objections will be brought into operation under TRO 96A/2018. Should the proposals within this report be approved, they would be brought into operation under TRO 96B/2018.

#### **5. Reasons for the recommendations**

- 5.1** The information and concerns received from residents have informed the recommendations. Responses are reproduced at Appendix B.
- 5.2** Netley Road: When the road was resurfaced and the DYL installed to meet the entrance marking, 1 phone call and an email were received asking for consideration to be given to installing a formal parking bay. No complaints had been received to the unofficial parking that took place previously, and therefore a proposal was put forward for a parking bay. However, the response to the public consultation indicates that residents would prefer the additional space for manoeuvring allowed by the DYLS, on the grounds of traffic management and road safety.
- 5.3** Third Avenue: As seen in the images, larger vehicles cause a particular problem when parking at 90 degrees to the kerb outside Nos. 17 and 18, and residents advise that the situation is worse when vehicles park on both sides opposite each other. Therefore, the recommendation to install double yellow lines on the east side only is a compromise between maintaining space for vehicles to manoeuvre but with less impact on parking capacity.



**5.4** Chaucer Avenue: The street scene in Chaucer Avenue has changed significantly over the past 2 years, with a high number of dropped kerbs and driveways being installed on the south side and further applications in the pipeline. Colas, the Council's contractor, has criteria that must be met when applying for a dropped kerb (relating to dimensions, drainage etc.). Provided applicants meet the criteria, dropped kerbs will be approved for installation. The existing dropped kerbs set the precedent.

**5.4.1** Advantages to parking on the north side of Chaucer Avenue:

- The north side can accommodate parking for around 30 vehicles, and the south side can currently accommodate parking for around 12 vehicles. This is likely to be reduced as further applications for dropped kerbs are submitted;

More vehicles can be accommodated when residents or their visitors park in front of their driveways/dropped kerbs, but these spaces are not available for general use (due to obstructing the driveways) and the majority of residents' vehicles are parked on the driveways as intended.

- Unrestricted view of approaching traffic when exiting driveways. The view can be restricted due to vehicles parking either side of the dropped kerbs;

This is less of a concern where driveways are adjacent to each other and residents only park on their driveways and not on the road.

- Residents currently have to negotiate passage between parked vehicles either side of dropped kerbs and are unable to start turning until the vehicles are cleared.

This is also less of a concern where driveways are adjacent to each other and residents only park on their driveways and not on the road.

**5.4.2** Disadvantages to parking on the north side of Chaucer Avenue:



- There is no footway and drivers/passengers may alight onto the grass verge;
- The grass verge can become muddy and slippery in Winter, and car doors may catch on the verge due to its gradient;
- 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 to take vehicles 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 already parked off-road or without several tight manoeuvres.

## **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:

<b>Title of document</b>	<b>Location</b>
33 emails	Transport Planning 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 96/2018

### THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.96) ORDER 2018

3 October 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)

- |                                |  |
|--------------------------------|--|
| <b>1. Beaconsfield Avenue</b>  | Both sides, 3m eastwards from its junction with Salisbury Road   |
| <b>2. Church View</b>          | South side, 104m alongside the footway and garages, leaving 5m unrestricted at the eastern end   |
| <b>3. Kilmiston Close</b>      | Southeast side, a 5m length on the corner by the Estate Office and No.43   |
| <b>4. The Ridings</b>          | Northeast side, a 10m extension to the existing double yellow lines side of No.69 (Malcolm House) to protect the bend and improve visibility |
| <b>5. Salisbury Road</b>       | East side, 1m northwards and 1m southwards of Beaconsfield Avenue  |
| <b>6. Station Road, Copnor</b> | North side, a 7m length on the corner by No.2 (from the white line marking)  |
| <b>7. Sword Sands Road</b>     | Both sides of the access road leading to the public footpath / new car park  |
| <b>8. Third Avenue</b>         | South side opposite the parking bays at the northern dead end, 4m each side to the front of Nos. 17 & 18                                     |

#### B) RELOCATE DOUBLE YELLOW LINES FROM NORTH SIDE TO SOUTH SIDE

- |                          |   |
|--------------------------|---|
| <b>1. Chaucer Avenue</b> | To remove the double yellow lines currently on the north side outside even numbered properties 2-48 and install double yellow lines on the south side outside odd numbered properties 1-47<br>(Parking would then take place on the north side alongside the grass verge) |
|--------------------------|---|

#### C) CHANGE FROM DOUBLE YELLOW LINES TO: RESIDENTS' PARKING BAY (KC WEST SOUTHSEA ZONE)

- |                       |   |
|-----------------------|---|
| <b>1. Netley Road</b> | East side, a 5m parking bay midway in front of Nos. 1 & 2, leaving 4 metres of double yellow lines in place from Netley Terrace |
|-----------------------|---|

#### D) REDUCTION OF DOUBLE YELLOW LINES

- |                          |   |
|--------------------------|---|
| <b>1. Hayling Avenue</b> | North side, a 2.5m length west of Neville Road, outside No.81 (to make a full parking space after the new dropped kerb outside No.79) |
|--------------------------|---|

#### E) EXTENSION OF RESIDENTS' PARKING BAY (BD WINDSOR ROAD ZONE)

- |                        |  |
|------------------------|--|
| <b>1. Windsor Road</b> | North side, extend parking bay eastwards by 11m, to the rear of No.11 Portsmouth Road (where new properties have been constructed) |
|------------------------|--|

#### F) REDUCTION OF RESIDENTS' PARKING BAY (LB SOMERSTOWN ZONE)

- |                           |   |
|---------------------------|---|
| <b>1. St David's Road</b> | West side, a 6m length outside No.15 to accommodate a vehicle crossover |
|---------------------------|---|

#### G) CHANGE FROM 1-HOUR LIMITED WAITING TO: LOADING ONLY 8AM-6PM

- |                       |  |
|-----------------------|--|
| <b>1. Winter Road</b> | West side, an 8m length northwards from the double yellow lines outside No.105 (funeral directors' premises) |
|-----------------------|--|

#### H) REDUCTION AND EXTENSION TO SCHOOL ZIG ZAGS (NO STOPPING ON SCHOOL ENTRANCE MARKINGS)

- |                        |   |
|------------------------|---|
| <b>1. Doyle Avenue</b> | (a) South side, reduce from the western end by 41m and extend from the eastern end by 11m (shorter restriction required due to closing western pedestrian gate and opening new eastern pedestrian entrance) |
|------------------------|---|





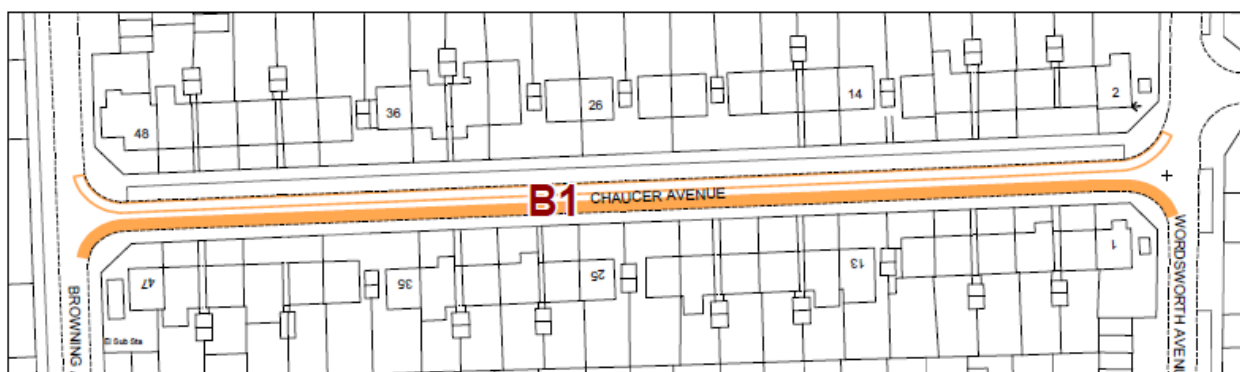
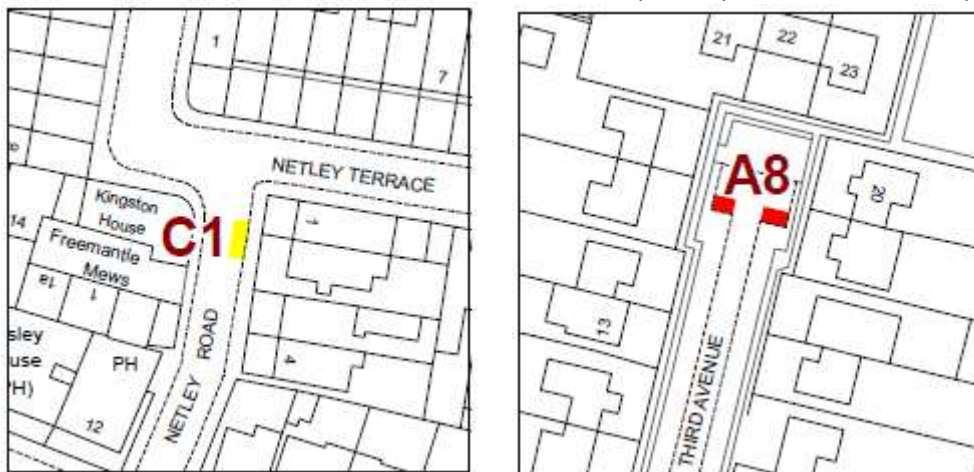
To view this public notice on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2018'. The draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **[engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk)** or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 96/2018** by **24 October 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: C1 (Netley Road), A8 (Third Avenue), B1 (Chaucer Avenue)



## Appendix B: Public views

### 1. NETLEY ROAD OBJECTIONS (KC RESIDENTS' PARKING BAY INSTEAD OF DYLS)

#### a) Resident, Netley Road

I'm contacting you in regards to the proposed change to double yellow lines in front on no.1 & 2 Netley Road. Until earlier this year the proposed bay was in place only being removed when the road was resurfaced. Since the space has been removed the number of near misses on the junction has reduced. The junction with Netley Terrace is often used to turn and as such cars come from all directions, putting this space back will reduce line sights and reduce the space at the junction by narrowing the road increasing the risk of incident. Also no.2 has a parking space that requires them to reverse in to the space, pulling out with a bay either side of their drop kerb will again increase risk. As such I request that this proposed change is not made.

#### b) Resident, Netley Road

Please accept this email and attachment as confirmation of our objection to TRO 96/2018 Netley Road. Creation of the said parking space in this location is a safety concern for road users for the following reasons. Traffic travelling from Osborne Road towards Netley Road (westerly) are forced onto the wrong side of the road due to vehicles parked (legally) in Netley Terrace (Please see attached diagram - B). These vehicles are already travelling in the centre of the road due to vehicles parked legally in Netley Road (Please see attached diagram - C) This results in traffic cutting the corner at Netley Terrace / Netley Road (Please see attached Diagram - A) and thereby driving on the wrong side of the road into head on traffic. This corner "A" is "blind to traffic from both directions.

Therefore, if a vehicle is traveling easterly, whilst another vehicle is travelling westerly neither vehicle is aware of the other and has no "passing space" to retreat to. At present, what tends to happen is that the westerly travelling vehicle pulls over to the left of the road ie to "Position D" (please see attached diagram). The driver of a vehicle travelling westerly usually has to react quickly by retreating to Position D. This space allows vehicles to allow alternate vehicles to pass. However, if this space becomes a parking bay there will not be sufficient space for vehicles to manoeuvre which is of particular concern as the corner, as stated, is blind.

I strongly object to the creation of a parking bay in this location as it will inevitably lead to accidents occurring.



## NETLEY ROAD SUPPORT / COMMENT

### c) Resident, Netley Road

I would add my name to the list of residents who would welcome another 'bay' being created if space allows.

## 2. THIRD AVENUE OBJECTIONS (DYLS AT NORTHERN END)

### a) Resident, Third Avenue

I would like to make comment as follows:-

In theory this may seem practical as this is a turning point in the road - but in reality if drivers can no longer park in this area they will park further down the road on the grass verges - if they can find a space as these are now being taken up by drivers who do not live in the area but work nearby - in the daytime at least. At weekends and evenings the road is taken up with residents, there simply is nowhere left to park in this road - it is long overdue re-planning of this road.

### b) Visitor to residents, Third Avenue

Putting double yellow lines at top of Third Avenue will cause an already impossible parking situation for residents to park outside their houses. The top 9 houses have 17 cars, some park in their drives or on the grass verges taking away these 2 parking areas will put additional strain on this situation as you can see from photos cars have to park both sides where the proposed yellow lines are to be painted and the van to the right has to park on the pavement, I am a visitor to friends who live at top of third avenue and i have to park in surrounding roads as do some of residents causing parking problems in other roads with limited parking, second avenue had the grass verges removed which added more parking areas, at present Third Avenue is too narrow to park on road as would be a hazard to emergency services this is why people park on verges, they need more parking areas, the top three houses in Third Avenue can't have off street parking because of road and pavement levels, also when you put parking areas at top of road you made 3 of the 4 spaces too narrow so the car in the centre space gets blocked in and can't access their vehicle. I think you need to reassess the situation in this road and speak with residents before you take any action regarding double yellow lines.



## THIRD AVENUE SUPPORT (DYLS AT NORTHERN END)

### a) Resident, Third Avenue

I am fully in support of the double yellow lines that are to be painted in the turning circle at the top of Third Avenue Cosham. It is not a car park and people need to be reminded of that fact by using double yellow lines.

Time and time again I see people struggling to turn around when there is a car parked on one side or the other, it is even worse when there is a car parked on both sides! People also have trouble getting out of the parking spaces at the top and out

<p><b>b) Resident, Third Avenue</b></p> <p>I am writing to you to inform you of my support of double yellow lines at the top of Third Avenue, as it is a turning circle which quite often cannot be used as one. I am a resident in the Avenue and find it frustrating that drivers do not have any respect, however, the double yellow lines are going put more pressure for parking space and I would like to see hardening of the verges so people can park properly.</p>
<p><b>3. CHAUCER AVENUE SUPPORT (RELOCATING DYL FROM NORTH SIDE TO SOUTH SIDE)</b></p>
<p><b>a) Resident, Chaucer Avenue</b></p> <p>Regarding location of double yellow lines from north to south side. Great news! At least parking will be fair, first come first serve, really happy that this is happening. Thank you so much.</p>
<p><b>b) Resident, Chaucer Avenue</b></p> <p>In reply to your letter about removing the double yellow lines and putting them on the opposite side of the road, allowing parking on the North side by the grass verges, this is a good idea, we have had five dropped kerbs this year. The verge is an angled one, which may be a problem for opening the car doors, maybe digging it back a little bit would help? Although im sure people would be so pleased to be able to park in their own road they wont mind....I support the proposal its a very good idea</p>
<p><b>c) Resident, Chaucer Avenue</b></p> <p>I am writing in response to a letter I recently received in regard to moving double yellow lines to the South side of the road. I am supportive of this suggestion. Over the years the parking has got increasingly worse and I believe this would make a positive effect on the situation.</p> <p>I would also like to take this opportunity to make a suggestion of a one way system along Chaucer Avenue and possibly the surrounding roads within the Poets Corner area.</p> <p><i>(Officer's comment: the suggestion of a one-way system in this area will be passed to the Network Management team for consideration)</i></p>
<p><b>d) Resident, Chaucer Avenue</b></p> <p>I live on the odd numbered door side, and agree with the fact that parking has always been a sticking point in this road. However I have a few points to make:</p> <p>1) I recently paid to have a driveway done and I must admit that I don't have any issue with the yellow line idea, however 2 weeks ago I had to have a line installed across my drive, now you're telling me that it's possible I just wasted that money as the yellow lines will now be there. Would I get a rebate on my line?</p> <p>2) is the road going to be re tarmacked before the lines get moved? The roads specifically around here are awful for potholes and the tarmac just not being there, to the point it shows the pink underside that sits under he tarmac.</p> <p>Again I don't mind the yellow line idea however our issue is the cost we paid for the line, when this was clearly already an idea when we paid for it.</p> <p><i>(Officer's comment: it's worth keeping the white line in front of the driveway to highlight access is needed: there is no requirement to remove it)</i></p>



**e) Resident, Chaucer Avenue**

I am very well in favour of the double yellow lines being removed from the North side of Chaucer avenue and being put on the south side. I live on the North side opposite two wide drop kerbs. I don't care about parking right outside of my house but most of the time I'm parked in a completely different road!  
So my vote is YES. MOVE THEM.

**f) Resident, Chaucer Avenue**

As a car user and resident who has live in Chaucer Avenue for many years I have noticed the increasing volume of car and van ownership and the pressure that has been exerted on residential parking within the road which has been intensified in recent years with the on-going expansion of drop kerb off-road parking. Indeed we are now at the point where action is needed to alleviate the pressure on decreasing availability for required residential parking which is essential.

In recent years more drop kerbs have been installed along the south side of Chaucer Avenue with pavement markings for more proposed drop kerbs yet to be installed with the effect of parking provision within the road being constantly diminished. This situation is adding to the continuous growing pressure on restricted resident parking which is now a major issue and in pressing need of a resolution.

Therefor I am very much in agreement of the proposal to relocate double yellow lines from the North side to the South side of Chaucer Avenue as it would significantly increase the provision needed for residential parking along the length of the North side of the road, also it would insure that the entire length of Chaucer Avenue remained unobstructed on the south side of the road and maintain access to residents' off- road parking and enforce that these ways of access remain unobstructed in accordance with what they were intended for. I also believe relocating the yellow lines is the most logical and practical solution which is cost effective and can be installed in a relatively short time frame to relieve pressure on parking that exists as of now.

I understand that there is a grass verge on the North side of the road but with common sense and consideration being initiated by both residents and road users I see this as a viable and workable remedy to improve the deteriorating parking situation. Also I cannot see any realistic objection to this proposal as ultimately it is fair and beneficial to all residents and car users living in Chaucer Avenue now and in the future.

I sincerely hope the relocation of yellow lines from the North side to the South side of Chaucer Avenue is motioned as regrettably I fear no action would result in the ever increasing building of pressure on residential parking combined with the burden residents are experiencing.

An older resident also lives at this address, who is a car owner and needs to have access to her car from the road and is in agreement of the proposal to move the double yellow lines to the south side of the road would create essential parking space along the north side of Chaucer Avenue.

Also I need to add that work is about to commence on another drop kerb in Chaucer Avenue which in effect will result in another two parking spaces being lost along the south side of the road, provision in the road will then be reduced to a very limited number of parking spaces and indeed add to the growing burden to residents also I must add that there is a growing number of large trade commercial vans being parked in the road which take up a lot of parking space which is adding to the problem. And also it appears that many of these off-road parking bays within the this and adjacent roads are shallow in area of depth with the

result of cars and vans being half parked across the pavement which in some cases are blocking the whole pavement, this must be against the regulations and ask is parking enforcement being applied?

A parking solution is now imperative and cannot emphasise strongly enough that action needs to be taken so that parking provision is improved and that the situation is fair for all residents and that the relocation of yellow lines to the south side of Chaucer Avenue remains the most logical and practical solution

*(Officer's comment: the concern regarding the depth of permitted driveways has been referred to Colas for investigation)*

#### **g) Resident, Chaucer Avenue**

I have lived in Chaucer Avenue for many years. Parking has never been so bad as it is now. There are lot of parking issues around Poets Corner exacerbated by works vans being parked up here.

Your solution to move the double yellow lines from the north side of the road to the south side is supported with reservations.

Your solution is the cheap option. My main reservation is that the grass bank on the north side of the road will prevent people alighting from their vehicles and the elderly or disabled and families with children will put at risk when alighting on the roadside. Speed ramps should be installed along the road (at least 4) to slow vehicles down (the current 20MPH limit is ignored by most).

I still believe the best solution to be as follows. The grass bank on the north side of the road should be removed and the area turned into a parking area for residents. I do realise there is a massive cost involved but this solution should remain on the planning list for when funding becomes available.

Secondly, The double yellow ones should remain in place on the north side on each corner of the road to prevent inconsiderate parking by some (it happens now and is a hindrance to emergency vehicles).

There has been a significant increase in works vans that park in the area. There is an old abandoned playground at the eastern end of Browning Ave (use to be for the naval families) which could be turned into a car park for vans and trucks. Hope this all helps the cause.

#### **h) Resident, Chaucer Avenue**

I live on the north side of this road. At the moment there are 9 driveways installed in the road, with another 3 in the planning on the south side. When you include the white line, these are each taking up approx' 1.5 road side parking spaces, if not more.

I feel as north side residents we are penalised for where we live, as we do not have the chance to get off road parking.

This road now feels as if it is a private parking area for those on the south side only.

If we go out in the car (we only have 1), we come home to no parking and end up 3 or 4 roads away. If I am on my own it means trying to get my children, shopping etc into the house safely, which is difficult.

We had questioned having the bank taken away and parking put in, but this was too expensive however, this would solve a lot of problems. If you could have the yellow lines moved to the south side, this would allow more spaces for residents to park.

Some nights people are parking on the corners of the road, as there is literally nowhere to park which is stopping access for emergency vehicles. Despite installing 3 or 4 wooden bollards on the north side/west end of the road, people still park on the pavement behind these, blocking access for prams and wheelchair users. Something has to be done before there is an accident or someone is killed



**i) Resident, Chaucer Avenue**

Whilst living in this road the number of residents living on the south side, who has turned their front garden into off-road parking, has increased to about 9 or 10, with 3 more neighbours planning to have these installed.

This has caused the parking issue in the area to become ridiculous. As we can't park in our road, we are having to park in adjacent roads causing disruption to those residents. People are parking on corners which is becoming a danger, you can't see clearly to exit the road and should there be an emergency an Ambulance or Fire Engine would never get through. We watched a Police van take approximately 5 minutes to exit the road, as they could not turn and had to make several manoeuvres to get out.

Members of our older community who use mobility scooters, wheelchairs and walking frames find it very difficult to leave their homes as they can't use the drop kerbs or see clearly to cross a road.

Before the yellow lines were installed on the north side of the road, residents did park there. I appreciate not everyone wishes to exit their car onto a grass verge or into the road however, I would say when there are two people in the front of a car and you park on Browning or Wordsworth Avenue (adjacent roads) one person will always have to get out on to the road and one onto a grass verge.

I understand some residents will object to having the yellow lines moved, as they feel people parking opposite their drop kerb would block it. There is plenty of room for people to manoeuvre in and out of their drives as is evident in the road above and below Chaucer Avenue. It would just mean they would need to drive at a reasonable speed for the road and not swing wildly in and out of their drive. Also they would no longer be able to use their white lines as a 2nd or 3rd parking space.

We have two young children and if I take them out on my own, I dread getting back too late. It is extremely difficult to get two children, their belongings, our shopping etc all out of the car and home. You can't leave them indoors alone and walk 2 or 3 roads back to your car for things, nor can you leave them in the car whilst you take your belongings in.

Moving the yellow lines to the south side of the road would still allow the south side residents access to their off-road parking and others could have it if they wanted, whilst allowing north and south side residents access to parking in the road

**j) Resident, Chaucer Avenue**

I would like the yellow lines relocated to the other side of the road. I live on the north side of the road and find it increasingly difficult to park my car, and as a family we only have the one.

The drop kerbs in the road are at a maximum, some residents who have dropped kerbs still park on the road taking up the limited spaces left. This is causing us to park in other roads on a daily basis. This is a frustrating situation for all the residents but unfortunately is steadily getting worse. Thank you for looking in to the matter.

Another drop kerb has been granted today in Chaucer Avenue. Please can you look in to getting the yellow lines moved to the other side of the road. The situation is really bad there is just nowhere to park for the residents without off road parking.

**k) Resident, Chaucer Avenue**

I'm sending this email, as to back the request to move the yellow from the north side to the south side of Chaucer Avenue, to improve parking, this will increase the parking, as parking is very difficult at this moment.

**l) Resident, Chaucer Avenue**

Just replying about the yellow lines in Chaucer Avenue being moved to the other side and think it would be a good idea to move them as of today ive just seen colas marking another drop kerb on the other side of the road thanks. I think it would be better for everyone if you moved them to the other side to increase the chance of people being able to park in the road thank you

**m) Resident, Chaucer Avenue**

As a resident for many years I have seen the problem of parking escalate. Most household have two cars, But what has made things worse is the amount of hard standings and drop curbs on the south side of the street. The double yellow lines that appeared in the street in 2016 were actually put in place without any notification or correspondence and of course a surprise also the only street in the area to get them.

As a cheap alternative it would make sense to remove the lines from the north side to the south side allowing more cars to park on the north side. However this is not the solution and would be better to take the north side bank away which of course would be very expensive. Another area of great concern is the amount of commercial vehicle park in the Chaucer area with nowhere to park. Possibly the old playground area at the end of Browning Avenue May be suitable. Or to stop commercial vehicle being park in the area by introducing resident parking which personally I would support.

*(Officer's comment: The same process was applied in 2016 prior to the double yellow lines being introduced - see background paragraph 3.5. Browning Avenue, north of Chaucer Avenue, had DYL installed on the south side of the road in 2015.*

**n) Resident, Chaucer Avenue**

I believe parking on the north side of the road will become more beneficial as it will allow more parking spaces however, as mentioned in the letter this may become a problem as you have the green verge, which will become slippery and muddy and possibly could lead to doors becoming wedged into the grass. It would be an idea to remove the grass and put in parking bays.

**CHAUCER AVENUE OBJECTIONS  
(RELOCATING DYL FROM NORTH SIDE TO SOUTH SIDE)**

**a) Residents, Chaucer Avenue**

My husband and I explicitly object to these proposals on the following grounds:

1. If vehicles are permitted to park opposite our driveway, we will not be able to use it as there will be insufficient road width for us to get in and out of it; this may be easier for some of the single driveways in the street but not for the double drives where especially in our case we would risk hitting the wall and lamp column to the side of our property or each others car/van to get sufficient swing in and out. Our neighbour opposite has a very large work van, which would in no doubt make it even more impossible to park in our drive if he was to park opposite us. This is a point that has been proven in the past as prior to the double yellow lines being installed vehicles would park opposite our drive and prevent us from getting in and out. This is one of the reasons I requested the double yellow lines in the first place in conjunction with the safety issues it was causing. It is obvious that prior to making these proposals for parking that no consideration has been given to this or measurements taken as it would be clear that there is insufficient road width for us to be able to use our driveway. I am more than happy for someone to come out to see me and witness how it would be if vehicles parked opposite our driveway.
2. The gradient of the verge on the north side of the road would in places make it difficult for people to fully open their car doors to get in and out of their vehicles and so they will end up parking further out into the road so they can open their doors fully, thus further reducing



what is already a narrow road. Again, this would make it impossible for us to use our drive. It is interesting that when I spoke to the engineer, Harvey Cable, upon visiting the street with Cllr Hooper a couple of months ago, he said that this is one of the reasons why parking could not take place on that side of the road, but now this technical advice seems to have been ignored to suit the residents that the Cllr has obviously decided to support in detriment to others such as us. Harvey Cable also agreed that it would not be possible to use our driveway and others in the street if parking were to be moved to the north side of the street.

3. By moving the parking to the north side of the road, there will be no passing points in the street as there are now, which will result in people either having to reverse all the way back to the end of the street and round a blind corner to let cars through - a very dangerous action when you look at how many cars use Wordsworth and Browning Avenues, or they will try mounting the pavement to pass, endangering pedestrians and the children who play in the road.

4. You mention in your letter that previously residents reported concerns about parking on the north side as the grass verge can get muddy and slippery, why is this now not the case? The grass still gets wet and with the increased footfall it will become very muddy, creating a slip hazard, increasing the risk of accident and injury and resulting in claims against the council which will be paid out through tax payers money. In addition to this it will destroy the grass verge, making it unsightly and also requiring extra council tax payers money to be spent maintaining it.

We feel very strongly about this and are prepared to take it to the highest level to object to these proposals, which have been made with no due consideration to anyone except the residents on the north side of the street. Some of these residents have multi car households and are as much to blame for the parking issues in this area as the houses with driveways. My neighbour opposite me has 2 cars and a very large work van! Parking has always been an issue in the Poets Corner and people buying houses on the north sides of the roads have done so knowing that they cannot have off street parking and that parking is limited in the area, if this is an issue for them then perhaps they shouldn't have chosen to do this. We did our homework when buying a property in this area and brought a house where off street parking could be installed. We did not pay out £5000 to have a driveway installed that we cannot use, which will be the case if the parking is changed.

Thank you for your time in reading this and I hope you can understand our frustrations and concerns in this matter as it is causing us a great deal of worry and stress at the thought of not being able to use our off street parking, which again I will point out will be the case if this proposal is allowed to go ahead.

**b) Resident, Chaucer Avenue**

Firstly let me start by saying I will be fighting this all the way, I live on the south side of the street and have a drive way which cost thousands to have done.

It wasn't long ago we had the issue of people parking opposite our driveway blocking our access and exit until common sense prevailed and they finally laid the double yellow line meaning we could now access and get off the drive without risking damage to my vehicle and others parked opposite so why this is now being raised again is beyond me.

People who buy/rent houses on the north side do so knowing that there is no off street parking so why should we on the south side who bought/rent these properties for the reason we can have the driveways now be impeded from being able to use them?

If you have been to Chaucer you will know there is a fairly steep verge on the north side meaning any vehicles that did park there have to park a fair distance away from the kerb in order to be able to open their doors so that is going to further narrow a already narrow road, there will be no pull in space meaning if two cars are coming along the street in opposite

directions one vehicle will have to use the pavement where pedestrians are walking and children play, it will be a matter of time before someone is injured or god forbid worse!! The only option for this to be done safely is for the verge to be removed allowing cars to park there, but would those north side houses be willing to fork out thousands for their parking space like we have for our drive ways??

Another issue with this is the number of cars some of the north side houses own, the property opposite me has 3 cars and the one to the left of that has two cars with a large work van it will be near impossible to get on and off the driveways that we have paid thousands for not to mention the white lines we have paid hundreds to the council for which I presume will be refunded should this ridiculous and dangerous idea go ahead??

While I mention the danger side what about if there was need for a fire engine/ambulance etc the access would be impeded which is a huge safety issue.

The grass verge will become muddy and slippery again causing another safety issue which was a concern originally when the yellow lines were put down in the first place so why is it that this is now not a issue?? Not to mention the mess it will cause.

I understand you have to listen to the north sides concerns on their parking problems but they bought/rented those properties knowing they had no parking the same as I and my fellow south side residents bought/rented these properties knowing that we did!

Apart from the expense we have all paid out for the driveways I am very concerned about the safety issue as should you be and can assure you we will take this as high as is required to put a end to this nonsense.

The road is far to narrow there will be no passing room meaning that a car will need to use the pavement in order to pass each other! Regardless of what people want it is not a safe option, children play outside their houses on the pavement and it will be a accident or worse waiting to happen.

As I mentioned before the cars that would park against the verge will be so far out from the kerb to be able to open their doors that it would mean the road is even narrower.

With them parking so far from the kerb and opposite our drives it is going to hinder our exit from the drive, feel free to come up and park opposite my driveway and see how easy you find it to back off my drive, I know this because we had this issue before the yellow lines went in!

This has not been looked at sensibly or at all from a safety angle and should this go ahead any damage or accidents will be pointed immediately back in your direction as you have been warned about the potential for injury.

Just because someone wants it does not mean it is safe or feasible, if they wanted parking maybe they should have thought about it before buying/renting a house that has none unlike those of us this side that have bought/rented houses specifically because of the driveway option and who have paid out thousands for the privilege. Let's hope safety and common sense prevails.

### **c) Resident, Chaucer Avenue**

I have a couple of concerns with this. Such as, we have just had a drive built onto our property and have concerns with reversing out off our drive, as it may result in us making multiple attempts at getting off our drive due to cars opposite or we may have to reverse out slightly and then possibly go onto the footpath to get out, which then becomes a safety issue with pedestrians using the footpath.

My next issue is that with the yellow line moved to the other side may result in cars almost in the middle of the road, due to the grass verge being quite steep people will have trouble getting out of there car due to not being able to open there doors properly as there doors will



dig into the grass verge. This will make the road very narrow for larger vehicles and emergency vehicles. Unless you plan to cut away at the grass verge I personally think that just moving the yellow line will cause more issues than there currently is.

**d) Resident, Chaucer Avenue**

If you do this then the people who have paid for drop kerbs to park vehicles on their drive and on their white line taking up only one space instead of two to three spaces will not be able to do so meaning even less parking, if you put a drop Kerb right the way along the south side then all the south side could park on their property's rather than just the few that already have drop kerbs, creating more spaces for the north side! Or dig the grass verge up on the north side and have parking on both sides but to just add yellows on the south from the north will only create less parking for the street NOT more!! This is my view

**e) Daughter of resident, Chaucer Avenue**

The proposal will only work if some of the grass verge, e.g. 1m is removed. If the road width stays as it is it is impossible to open a car door onto the sloping grass verge and also cars which now park on their front gardens i.e. those with dropped kerbs, will not be able to reverse out if cars are parked opposite their dropped kerb due to the road being so narrow. I would also like to suggest that the road be resurfaced and be made one way. Drivers should come up Browning Ave, turn right into either Keats, Chaucer, Shelley or Dryden and then down Wordsworth. In this case, with 1m of the grass verge removed it may even be possible to have chevron parking on the north sides of these roads.

**f) Resident, Chaucer Avenue**

The main problem is that some households own multiple cars (both partners & their children). I counted ten dropped kerbs on the south side of the street, enabling two vehicles to be parked in their former front gardens.

All this does is to free up space for other vehicles, some owners not being Chaucer Avenue residents & together with works vehicles, which are larger than the normal car.

The only way I can think to resolve this, would be to issue a permit to park for Chaucer Avenue residents, one per household & to charge for additional vehicles.

The problem moving parking to the north side of the street is as you state is parking on the green verge creating ruts & mess. I have seen a car parked on the raised green verge towards the west end of the street at a 40 degree angle.

The move would also encourage further parking on the pavements. The wooden pegs inserted in the verge outside my residence has not made an iota of difference, sometimes two vehicles at once are parked on the corner.

Myself & my wife sometimes had problem with wheelchair access, let alone having to walk around cars or large vans to enter our property.

Similarly my elderly neighbour who uses a mobility scooter had to drive all the way to the other end of the street as cars had blocked the dropped kerb outside.

I have witnessed arguments outside my house where one vehicle owner considered the pavement to be their parking space.

The only way around this, would be to put bollards on the corner of pavement that enables pushchairs & mobility scooters to go through but prevent cars parking.

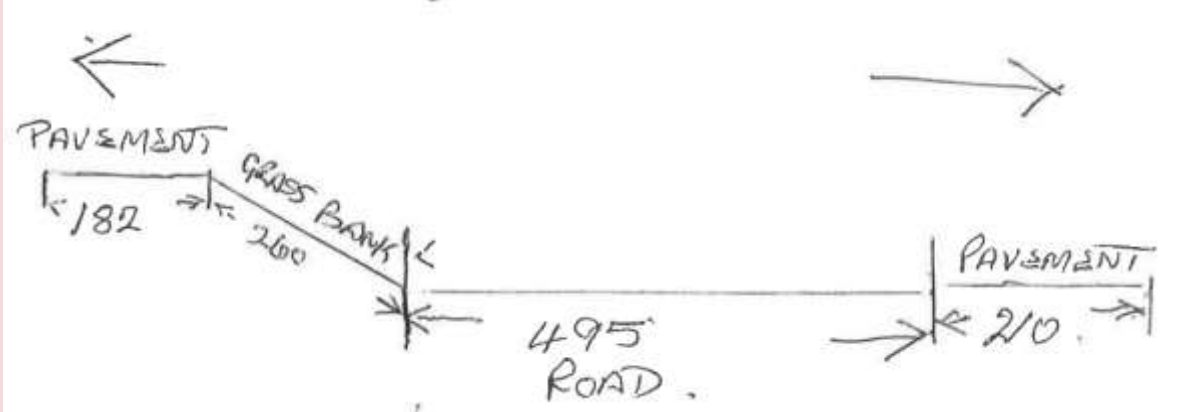
Another suggestion is that as I have a very back garden, does the council want to buy part of the land to build garages or parking spaces?

**g) Resident, Chaucer Avenue**

I would like to point out a few things. the Parking that you propose to do would cause a lot of problems for the police, because people would be causing obstructions, if they Park on the north side of the Road, the houses with Hardstands would not be able to swing out because



the Road is not wide enough, my wife Holds a Blue Badge, many years ago when we had our Hardstand built we paid for the dropped kerb and the white line, no if you put Double yellow lines on the north side we would lose our second parking place your letter 27/8/18 stated that the pavement was on the south side see drawing below



End view of Chaucer ave.

There are 11 houses that don't own a car in the street, 7 on north side and 4 on south side, there is 10 home on south side with off road parking on south side that have paid for this parking, the obvious conclusion is the road is not wide enough

#### **h) Resident, Chaucer Avenue**

I live on the south side of the street and I only purchased this property back in January 2018 knowing I could have off street parking put in place, I now have a drive way which cost me thousands to have done, Which in turn has removed my vehicles off the road.

The problem isn't where the double yellow lines are positioned, it's there just isn't enough space for all the cars! And when some properties have two or 3! Vehicles to a house there will always be a fight for spaces.

If you have been to Chaucer you will know there is a fairly steep verge on the north side meaning any vehicles that did park there have to park a fair distance away from the kerb in order to be able to open their doors so that is going to further narrow an already narrow road, there will be no pull in space meaning if two cars are coming along the street in opposite directions one vehicle will have to use the pavement where pedestrians are walking.

Also how do you expect services like bin men or delivery drivers to enter the north side of the pavement when you have cars parked bumper to bumper along the steep grass verge? An Even worse case scenario....what if an emergency vehicle needed to gain access to one of the middle properties along the north side but again the is no way up the grass verge because of the amount of cars parked bumper to bumper.

I recently walked my dog around the corner in Shelley avenue and I couldn't help but notice one of the middle properties on the north side has had a driveway installed over the grass verge!? why is this not a viable option for the properties willing to pay for it on the north side?

There could also be an option to alter the parking along Browning avenue and Wordsworth as you drive up the hill and down the hill to diagonal parking (picture attached). The grass verge is big enough to be reduced and diagonal spaces installed, also If all of poets corner was put to a one way system then cars don't have to try and pass each other.

I hope I have given you some more viable options then just moving the double yellow lines, which I feel isn't going to really make much of a difference to this growing problem and could also cause a potential safety issue.



I understand there is going to be a cost attached to any changes but with the growing amount of vehicle's to a household maybe a permit to park more than one vehicle should be implemented to help with implementing a more viable solution.

I do not think moving the double yellow lines will improve the parking issues around poets corner.

**i) Resident, Chaucer Avenue**

I'm writing to voice my concerns in regards to the planning application to remove the double yellows on the North Side of the road and relocate the parking. I appreciate the parking situation has become very difficult down the road and I'm also keen to find a solution, but I don't feel this is it.

My first concern would be as you stated in the letter, accidents that may happen to people getting out of our cars onto the verge, this could be a serious health and safety concern with people falling over as they are getting out onto a steep and very awkward angle. This would also be an accident potentially waiting to happen if there are any car users or passengers with reduced mobility or disabilities. It is also dangerous to the cars being opened onto a grass verge, ruining the vehicles. I believe this is a very dangerous idea, which is why it was never put into action.

My second concern would be that due to people not wanting to get out onto the kerb for these reasons, I'm worried that it will cause people to park too far away from the kerb, making it more difficult for oncoming traffic, emergency vehicles and for people reversing or coming out of their drives. As there will be less gaps (and none guaranteed) also on what is a narrow road and can only hold one vehicle, vehicles will have to reverse the length of the road to make room for another driver, which means reversing out onto what can be a very busy road (either on Wordsworth or Browning) with cars also parked down these roads. This is also very dangerous as drivers will have reduced vision or nowhere to move at all, causing what could be gridlock.

Lastly, as also was rightly stated in the letter, the double yellows were put into place to stop traffic being obstructed, even if cars parked as far against the kerb as possible as there will not be enough turning room in the road for cars reversing/coming out of their drives. It was said that houses in the road would only be able to have a drive if they could prove they would be able to pull out at a 90 degree angle, with the relocation of parking onto the other side of the road, this will no longer be possible. Therefore this is increasing the risk of an accident happening and what was trying to be avoided to begin with.

Thank you for taking the time to read my email and listening to my concerns.

**j) Resident, Chaucer Avenue**

Thank you considering an alternative arrangement to the parking in Chaucer Ave which involves relocating the yellow lines to the other side of the road.

After some consideration, and my own review of some proposals, I have concluded that on balance there is better solution which would meet aspects of the Portsmouth parking standards and future needs of the residents.

Please refer to the proposals attached for my suggestions. My suggestions involve removal of the current grass verge to the north side and construction of brickwork retaining walls with railings to accommodate parking to the north side. This would still provide potential for parking to the south side and maintain a min 6m distance between south and north parking bays in accordance with the parking standards. This option would result in all houses within Chaucer Avenue having access to at least 1 space (1.5 for 3 bed houses in the standards) with a few remaining for visitor spaces.

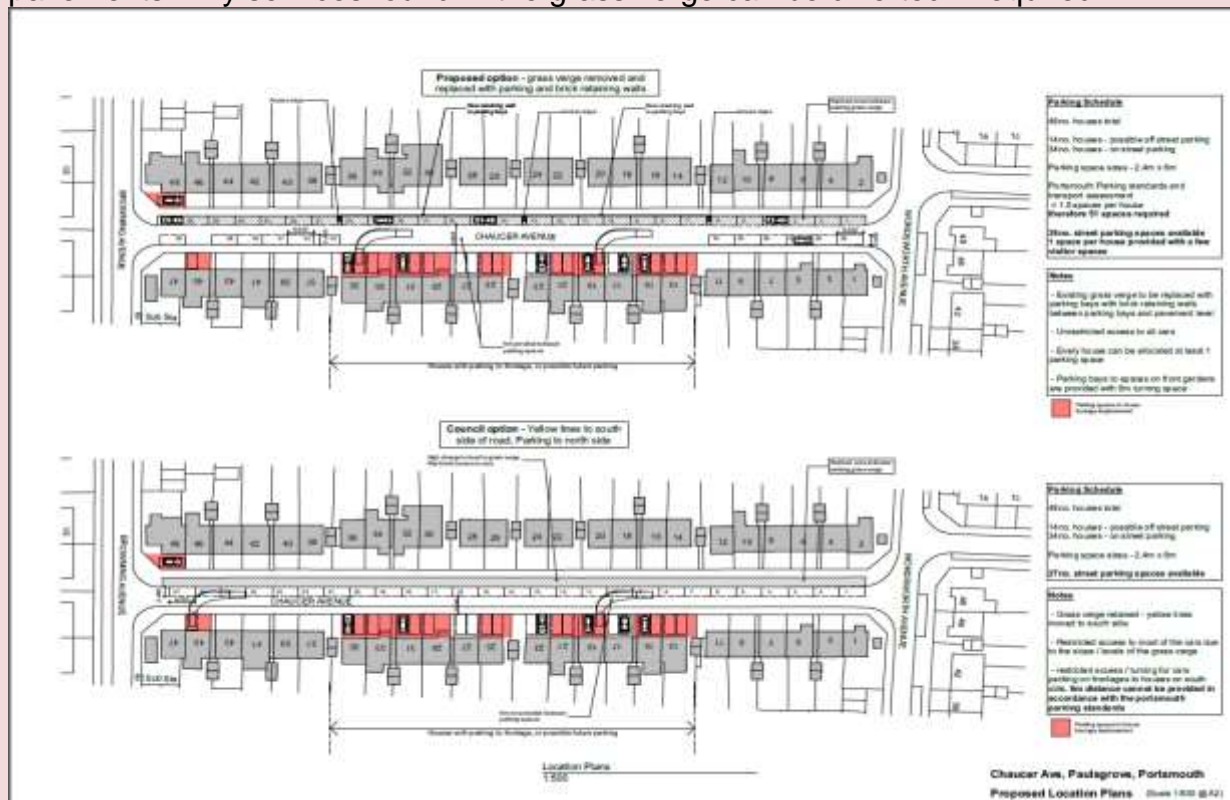
The option of relocating the parking to the north side will limit the potential no. of parking spaces that could be achieved, and would severely restrict cars moving out of the spaces to

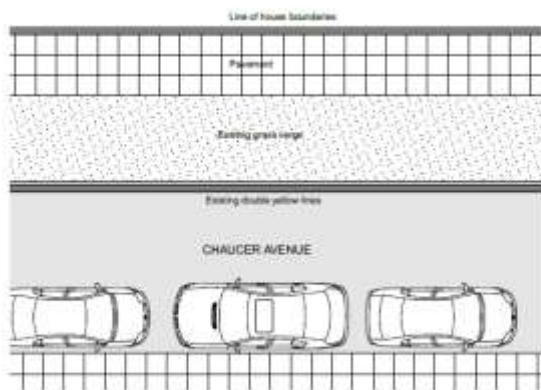


the house frontages to the south. The 6m clear distance required could not be provided. In time, more frontages could be converted to parking bays which would add cause parking issues to spill out to surrounding roads. At times, we have experienced parking happening on the street corners which results in dangerous visibility splays for vehicles and pedestrians.

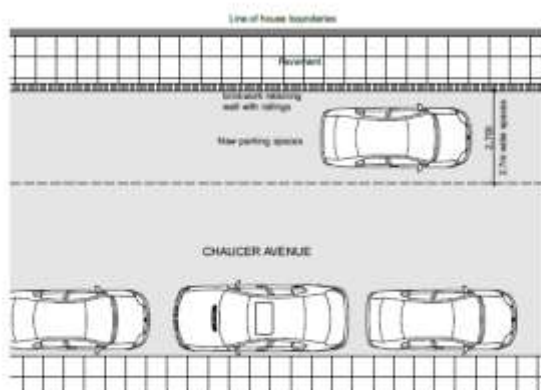
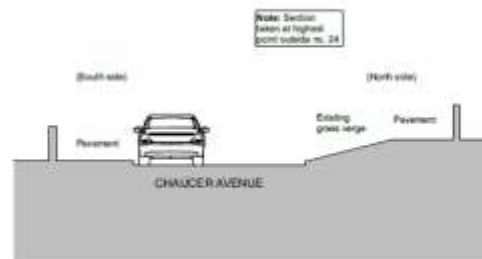
From the Sections I have provided, You will see that there will be a large number of spaces in the central portion of the road which would have restricted access and egress from cars especially in wet and muddy conditions due to the gradient of the grass verge. This would also restrict access into cars due to car doors opening into the verge.

I would ask you to consider the attached proposals to ensure a solution is achieved which meets the Portsmouth Parking Standards, and future needs for residents in the street. As I have noted on the attached location plans, any further proposals to convert frontages to parking to the south Side should be prohibited as these will apply to the houses which are set forward closer to the road which will not provide the depth for the car space resulting in cars overhanging the pavement, and restricting total no. of potential spaces for the street. The solution I have put forward would require 215mm thick brickwork retaining walls and railings which at worst case has a level difference of approx 750mm and making good of the pavements. Any services found in the grass verge can be diverted if required.

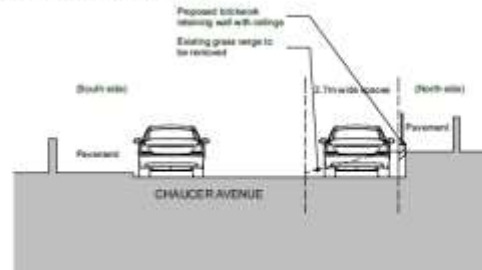




EXISTING ROAD LAYOUT



PROPOSED ROAD LAYOUT



Chaucer Ave, Paulsgrove, Portsmouth

Typical road layout

(Scale 1:100 @ A3)

### k) Resident, Chaucer Avenue

I would like to submit my written and very strong objections to the proposal and it's consequent problems and major implications for many reasons, as will all be stated later below.

At the same time despite my endeavours because I continue to date not to have answers I would therefore also like to use this letter of objection as well to finally receive some answers to several questions and anomalies relating to this road, particularly Chaucer Avenue which is within all 5 of the paralleled avenues that run between Newbolt Road and the M27 motorway in this part of 'Poet's Corner' as you know the very western part of Paulsgrove and so just about within the very outer boundaries just east of the Fareham boundaries, so within Portsmouth City Council's jurisdiction.

Apart from the installation of dropped kerbs for possibly later installed drives to residential house boundaries which are not just those on the south side of Chaucer Avenue, but probably those in the near future also on north side, and of course the double yellow lines that were mysteriously laid down, and probably mistakenly installed in 2016, as only laid to Chaucer Avenue but other than that, all three of these council/private residential roads in this area have required no changes at all to the highway, particularly the road layout, parking configurations or sides, not throughout the last near on 70 years since construction of these roads that is.

The proposal and statements within your letter takes little real due regard at all to the many residents living along the north side of Chaucer Avenue. In comparison and as in several



cases now within the other two, lower roads of Shelly and Dryden Avenues, where those residents have already installed dropped kerbs and their own drives along also the north side of both these two lower roads, in fact one house on the north side in Shelly Avenue having just installed dropped kerbs and finished the council's highway construction within just this last month.

Hence in a similar manner, some are along the north side of Chaucer Avenue many may well later increase in numbers so soon possibly in the near future require to have dropped kerbs and associated construction for drives installed to their properties along with those in the south, odd numbered side to consequently allow more of them also the opportunity and right to obtain off road parking for their vehicles, so similar to their neighbours located both on the opposite, south side of Chaucer Avenue and as I say, as it currently actually is in fact, similarly to both the south and north sides of the two roads below Chaucer, comprising of Shelly and Dryden Avenues likewise.

After all these many decades, since the early 1950s it has had the proven time and experience with very little problem throughout all this time, so if now cars are for the very first time now subsequently only allowed to park on the north side of Chaucer Avenue in future, obviously a similar problem will present itself in possibly the not too distant future once more, when again these north side residents will require off street parking for all their vehicles as well, so this proposal is not only disruptive but impractical as well, which for the many other numerous reasons will be mentioned later, but at the same time as self opposing and defeating itself to just rende further unnecessary expenditure of council funds. In addition, not only do I object to the re-location of the street parking from the south, odd numbered side to the north, even numbered side of the road in Chaucer because of the obvious and so stated reasons within your own letter regarding all of the problems mentioned, but in regards to people and mainly children attempting to alight from their vehicles into the road as well as also attempting to exit out of their cars, often onto a generally steeply inclined grass bank running near enough along almost the entire north side of Chaucer Avenue, so especially throughout this majority length of Chaucer Avenue causing their door to be constantly difficult to both open as it will more often 'dig' and sometimes lock into the bank, let alone repeatedly gravity will tend to constantly be impose acting forces contrary and against them whilst attempting to be exiting from their vehicles. Additionally it will tempt drivers to then park at least half, if not all the car width onto the grass verge/bank particular up towards the very short two ends of the road where this verge has a much less slope or incline, but not only will the vehicles be dangling precariously at a somewhat acute but quite high pitched angle and as well after not too long of these cars will constantly be churning up all these, at present, nice and reasonably well council maintained grass verges. In fact it is both know and can be evidenced that once again, before the existing wooden stakes that are now in place were necessary and so previously installed by the council but if this proposal does go ahead, once more this will inevitably cause a massive dangerous, road long, muddy quagmire once again, especially as before, throughout all the winter months.

Without even the additional costs of effectively expending the unnecessary council funds required to re-instate the existing double yellow lines onto the south side, but I also question as to why were the existing double yellow lines installed over 2 years ago during 2016, in the first place?

Despite an almost identical situation with the below, other two very similar and parallel running roads of Shelly and Dryden Avenues, who neither have ever had double yellow line restrictions implemented, despite contrary to your letter, that there has not been traffic obstruction caused by cars parking on both sides of the road obstructing the road in



Chaucer Avenue but as well, unlike in Chaucer Avenue, due to the parking on the grassed sloped banks throughout these other two roads, sometimes precariously along on a particularly high gradient or inclined grass bank, where I note that in addition to sending traffic wardens up to the area often in vans to issue parking tickets to some of the many residents in these roads for parking on the grass bank or verges, but also as you know the council have in more recent years installed many wooden stakes within these grass verges in several of these roads where the incline is not so steep as well.

Therefore together with the parking that still continues on alternate sides along the length of the other two, lower roads as a consequence this presumably has also caused within both these two roads of Shelly and Dryden Avenues the stated obstructions, use of grass banks for parking and the constant churning up of these grass verges, all as stated within your letter. From experience, I know often into this thick slurry and quite often dangerously thick and very slippery slurry of mud. This as well is obviously along with this drastic permanent loss of these previously reasonably well maintained grass verges where other than maybe slightly at the very ends again generally unlike the lower two roads mentioned, not so much along Chaucer Avenue as nearly always these problems generally have not really existed within the highway boundaries of Chaucer Avenue, especially since those wooden stakes were installed. So why is it that it is only Chaucer Avenue that is selected for such things as the double yellow lines in the first place both previously and again once more now as not only this latest proposal, but possibly yet further restrictions and with this little concern for the north side resident's future off road parking?

I am sorry for my now lengthy but detailed letter of objection and also requiring a response as well finally to all of these issues so penultimately, I do not know that if either the council or many of the residents on the south side do realise but if this proposal was to be implemented, how their vehicle maneuverability would be much further reduced and restricted both with in and out, forward and reverse gear so all will be drastically decreased together with necessary turning circles inhibited. This will all contribute to making it much more difficult for these odd numbered side residents with their drives located in the south of Chaucer Avenue to both enter and leave their drives if this proposal does actually eventually go ahead, as unlike at present, obviously due to vehicles then in future being parked right opposite their drives instead so certainly in comparison to the current situation that exists along the entire length of Chaucer Avenue at present.

Finally, unlike the higher, more northern Keats and Browning Avenues which I know house service personnel and therefore owned by the MOD though I understand the highways are naturally still under Portsmouth City Council jurisdiction and again have never imposed any restrictions or double yellow parking lines, but despite both north side and particularly on the south side houses in all three of the lower mentioned roads, they all 3 do have almost identical numbers of off road parking drives installed, so once again can you tell me why only Chaucer Avenue has always been singled out for both the double yellow lines installed in the first place over 2 years ago now in 2016 and to not only continue now to maintain this 'doubled yellow lined' status still further, albeit on the north or proposed south side possibly after this proposal, but in comparison to all four of the other mentioned avenues between Newbolt Road and the M27, why now has this parking in Chaucer Avenue been deemed to be scrutinised, not once before, but again and unlike all four others, Chaucer is still to be 'controlled' further yet again, in fact now with this proposal, well beyond that of all 4 of the others, why? *(Officer's comment: see Background and Reasons for Recommendations paragraphs within this report)*

### **I) Resident, Chaucer Avenue**

I live on the southside and recently had a dropped kerb. Reading this letter and the concerns regarding parking I am more interested in your views on safety .

1. Space allowed for vehicle access / egressing their drives . If a van was parked opposite then this would restrict the space and therefore encourage drivers to do shunts on the pavement for cars to be position on road or in parking area . Whilst all drivers are not the same some could cause congestion whilst trying these manoeuvres .

2. Whilst the above manoeuvre is being done and I am to take the eastly direction a car comes from the west , again this would mean one of the vehicles using the pavement to pass as the northern side could be full of parked vehicles and there is no space allocation for vehicles to pass.

3. Taken the scenario that a vehicles are travelling towards each other where is the passing point ? again the pavement .

4. If the northern side is full of parking where would a delivery vehicle stop without blocking the road?

Or am I reading the letter wrong and you are going to reduce the widths of pavements for ease of movement with motor vehicles. I fully understand the frustrations of the north bound residents and their parking concerns , hence why I recently purchased my property on the south and not north side of the Avenue.

Has any thoughts been given to part removal of the grass verge to create parking spaces as at present parking on this side would create a difficulty for drivers / passengers open their doors on the verge side and then again be forced to walk up the grass which would create an H&S issue in wet weather.

Whilst addressing the issue of parking the council need to deal with the vehicles parked on the corners which blocks vehicle users views when turn in and out of the roads , but more importantly would prevent quick access for emergency vehicles .

The Avenue is only wide enough for 2 vehicles width at one time don't know how the council expects vehicles to pass each other unless you are going to make all the road in the area one way or reduce remove pavement on south side . Has any consideration been given to introduce parking permits as in the evening there are plenty of work vehicles parking in Chaucer Avenue and surrounding areas which create additional problems.

*(Officer's comment: Vehicles can currently only pull in on the south side when residents are not parked in front of their dropped kerbs, wherever they are free along the length of Chaucer Avenue. Vehicle crossovers (dropped kerbs) can be used to pull onto, as they are constructed to take vehicles and require drivers to be aware of any pedestrians before entering or exiting driveways across the footway. Delivery vehicles commonly obstruct the carriageway within the streets of terraced housing within the city, where parking takes place on both sides of the roads, leaving a single lane for either one- or two-way traffic.*

*(End of report)*