

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

Date of meeting: 11 July 2019

Subject: Cobden Ave, Holland Rd, Dryden Ave, Winter Rd: parking restriction proposals under TRO 18B/2019

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Baffins, Central Southsea, Paulsgrove, Milton

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 in Portsmouth and to decide whether to implement the proposals. Objections were received to 4 of the 25 proposals within TRO 18/2019, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

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

In this report, DYL means double yellow lines.

2. Recommendations

It is recommended that:

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

3. Background

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





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

4. Consultation and notification

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

5. Reasons for the recommendations

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

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

5.4.2 Disadvantages to parking on the north side:

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

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

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

6. Equality Impact Assessment

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

7. Legal Implications

- 7.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority’s road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

8. Director of Finance's comments

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

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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
28 emails	Parking 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 18/2019

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

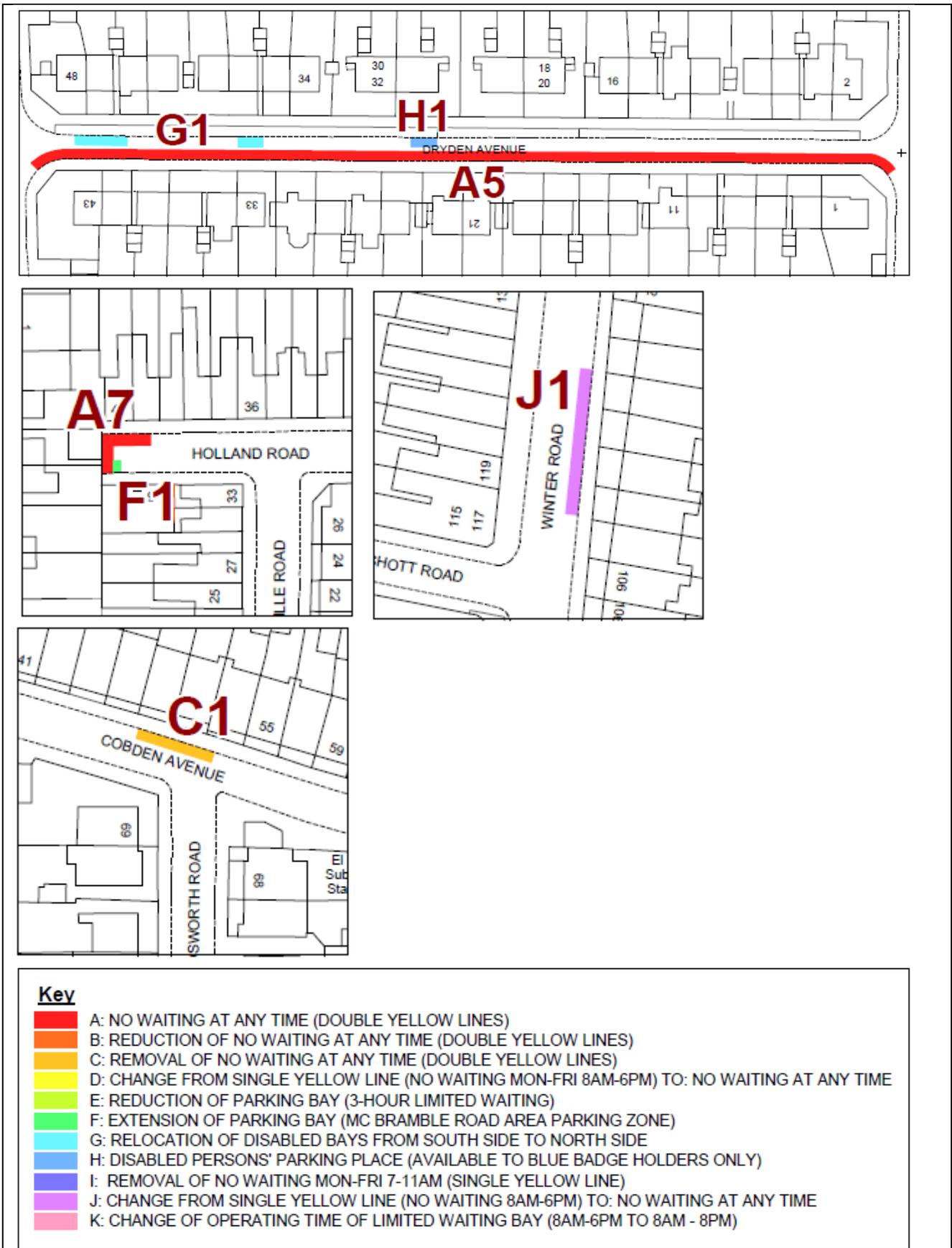
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2019'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

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

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

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

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



Appendix B: Public response to the proposals

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



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

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

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

4. Resident, Dryden Avenue

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

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

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

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

I look forward to seeing the lines being painted

5. Resident, Dryden Avenue

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



6. Resident, Dryden Avenue

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

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

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

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

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

7. Resident, Dryden Avenue

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



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

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

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

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

8. Resident, Dryden Avenue

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

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

9. Resident, Dryden Avenue

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

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

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

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



10. Resident, Dryden Avenue

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

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

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

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



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

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

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

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

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

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



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

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

11. Resident, Dryden Avenue

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

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

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

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

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



especially if its meaning making people vulnerable.

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

12. Resident, Dryden Avenue

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

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

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

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

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

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

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

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

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

We are at an unfair disadvantage.

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



DRYDEN AVENUE SUPPORT

13. Resident, Dryden Avenue

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

14. Resident, Dryden Avenue

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

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

15. Resident, Dryden Avenue

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

16. Resident, Dryden Avenue

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

17. Resident, Dryden Avenue

I am in full favour of installing double yellow lines on the south side of the road, it will stop parking on alternate sides and hopefully stop any more damage to parked cars and the need to park up on the grass verge as is the case now. We have been worried with the way parking has been, that if there was an emergency how would vehicles get to the incident. Looking forward to the lines being painted.

18. Resident, Dryden Avenue

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



become a little inconsiderate towards others in regard to parking.

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

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

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

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

19. Resident, Dryden Avenue

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

20. Resident, Dryden Avenue

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

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

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

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

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

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

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



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

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

21. Resident, Dryden Avenue

Just a short email to support the proposal to introduce double yellow lines on the south side of the roads to enable parking on the north side.
I feel that this will allow more vehicles to park in our road.

22. Resident, Dryden Avenue

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

23. Resident, Dryden Avenue

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

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

24. Resident, Lorne Road

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

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

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

25. Resident, Lorne Road

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

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



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

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

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

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

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

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

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

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

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

26. Resident, Winter Road

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

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

I would respectfully urge you to reconsider this proposal.

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

WINTER ROAD SUPPORT

27. Member of the public

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

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

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

28. School Crossing Patrol

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

(End of report)