

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

Date of meeting: 11 July 2019

Subject: Martin Road, Maidford Grove, Watermead Road: parking restriction proposals under TRO 57/2019

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Drayton & Farlington, Baffins, Copnor

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 3 of the 16 proposals within TRO 57/2019, 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 57/2019 (pages 6-7)
Appendix B: Public views submitted (pages 9-14)

In this report, DYL means double yellow lines.

2. Recommendations

It is recommended that:

- 2.1. **The 11-metre length of DYL in Martin Road in front of the shared driveway and No.55 is not removed as proposed, and therefore remains in place;**
- 2.2. **The 34 metres of DYL proposed on one side of Maidford Grove are installed;**
- 2.3 **Of the 67 metres of DYL proposed in Watermead Road, only the following are installed:**
- (a) **West side, a 5m length both north and south of the junction with Sandpipers;**
 - (b) **East side, 8m of the proposed 38m is installed northwards from No.1**

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, they need to be considered by the Traffic & Transportation Cabinet Member and the Cabinet Member needs to decide at a public meeting whether or not to implement the proposal.
- 3.3** Martin Road: A request was made to remove the 11 metres of double yellow lines from in front of the shared drive and No.55 Martin Road, as Martin Road is no longer a bus route and parking is at a premium. Reducing the double yellow lines would enable 1 on-street parking space.



- 3.4** Maidford Grove: This cul-de-sac is the closest location to the playing field, where non-residents park to walk dogs, attend football games etc., but the roads in this estate were not built to accommodate high volumes of on-street parking. Therefore, vehicles parking on both sides of this short road, on verges and corners cause access to the properties to be obstructed, and there is no alternative route for traffic. Photographs taken by residents:



- 3.5** Watermead Road: Two residents expressed concern about parking on the east side between Old Farm Way and Binness Way where there is no footway, which causes other vehicles to use part of the opposite footway for parking. Reduced visibility of approaching traffic has also been reported exiting driveways on the east side (blue dot), and the junction with Sandpipers on the west side (red dot). Watermead Road provides the only entry/exit to the residential estate and therefore takes all traffic. Photograph taken by resident:



Restricted view on exiting Sandpipers junction onto Watermead Road; photograph taken by resident:



4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 57/2019 took place 3 - 25 June 2019, with the following response:

Martin Road: 2 x objections, 1 support
Maidford Grove: 1 objection, 1 support
Watermead Road: 6 objections, 2 support

- 4.2** The remaining proposals under TRO 57/2019 which received support and/or no objections will be brought into operation at the same time as those within this report that are approved.

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 9-14.
- 5.2 Martin Road: A resident made a request to reduce the parking restrictions at the northern end of Martin Road, which is no longer a bus route, and the proposal was put forward. However, the 2 objections, also from residents in the vicinity, are made on the grounds of traffic congestion and the yellow lines aid vehicle movements. Moneyfield Sport & Social Club is at the end of this road opposite the junction. Therefore the recommendation is made not to implement the proposal, leaving the current 19 metres of restriction in place.
- 5.3 Maidford Grove:
The proposal was put forward following the concerns of residents over vehicles parking on both sides of the road, denying access to the properties. Therefore the double yellow lines aim to allow parking on one side only, maintaining access. The restriction extends around the bend in front of No.3 where the road is narrowest, to prevent vehicles from parking on both sides in that location, again obstructing access through to properties and reducing visibility on the bend when vehicles are parked on the grass verge. The proposal continues to allow parking on one side only, therefore managing non-residential parking more effectively.
- 5.4 Watermead Road: The recommendation to install part of the proposal for double yellow lines is made following the information received from local residents during the consultation. Visibility of approaching traffic when exiting the junction with Sandpipers' access road and when exiting the driveways opposite will be improved whilst retaining parking on the east side adjacent to the grass verge.. Concerns that the proposed level of restrictions would increase parking congestion further into the estate have been noted.

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 cost implementing this Traffic regulation order will be met from the On Street Parking budget, the cost of works are likely to be less than £1,000.

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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
13 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 57/2019

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO.57) ORDER 2019

3 June 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, the Traffic Management Act 2004 ('the 2004 Act'), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 ('the 2007 Regulations'), and of all other enabling powers 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. Chitty Road

East side, a 2m length outside No.30 at the junction with Collins Road

2. Church Road

South side, a 2m length both west and east of the junction with King Albert Street

3. Durban Road

(a) East side, a 6m length at the eastern dead end to the front of No.17

(b) South side, a 5m length on the corner by No.20, at the junction of the garages access road

4. Goodwood Road

North-western corner, a 6m length from outside the garage of 84 Chelsea Road to the dropped kerb entrance to No.89a Goodwood Road

5. Harbour Way

North side, a 1m length west and a 5m length east of the junction with Victory Green

6. Laburnum Grove

(a) North side, a 5m length on the corner to the front of No.151 up to the proposed marked parking bays (see part D below)

(b) North side, a 5m length on the corner to the front of No.157 up to the proposed marked parking bays (see part D below)

7. Maidford Grove

Southwest side, a 34m length on the corner to the front of No.3

8. Sunningdale Road

East side, extend the existing double yellow lines northwards by 3m from the junction with Tamworth Road

9. Victory Green

Both sides, a 2m length northwards from the junction with Harbour Way

10. Watermead Road

(a) East side, a 38m length between Old Farm Way junction and No.1

(b) East side, a 12m length at the junction of Binness Way (outside No.11)

(c) West side, a 12m length at the junction of Old Farm Way (corner by No.16)

(d) West side, a 5m length both north and south of the junction with Sandpipers

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

1. Forbury Road

East side, 16m adjacent to the new parking layby between Blackfriars Road and Blackfriars Close

2. Hempsted Road

South side, a 6m length adjacent to the former grass verge west of Ludlow Rd north-south section

3. Martin Road

West side, an 11m length in front of the shared driveway and No.55 (to enable a parking space)



**C) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
BUS STOP CLEARWAY EXTENSION (BUS STOP OPERATES 7AM-7PM MON-SAT ONLY)**

1. Devonshire Avenue

South side, replace the 8m length of double yellow lines by extending the bus stop clearway outside No.100

D) MARKED PARKING BAYS (no restriction)

1. Laburnum Grove

Within the circular area north of the junction with Farlington Road: 11 marked parking bays 90' to the kerb

E) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS, MON-FRI 9AM-5PM

1. Forbury Road

East side, 16m within the new parking layby between Blackfriars Road and Blackfriars Close

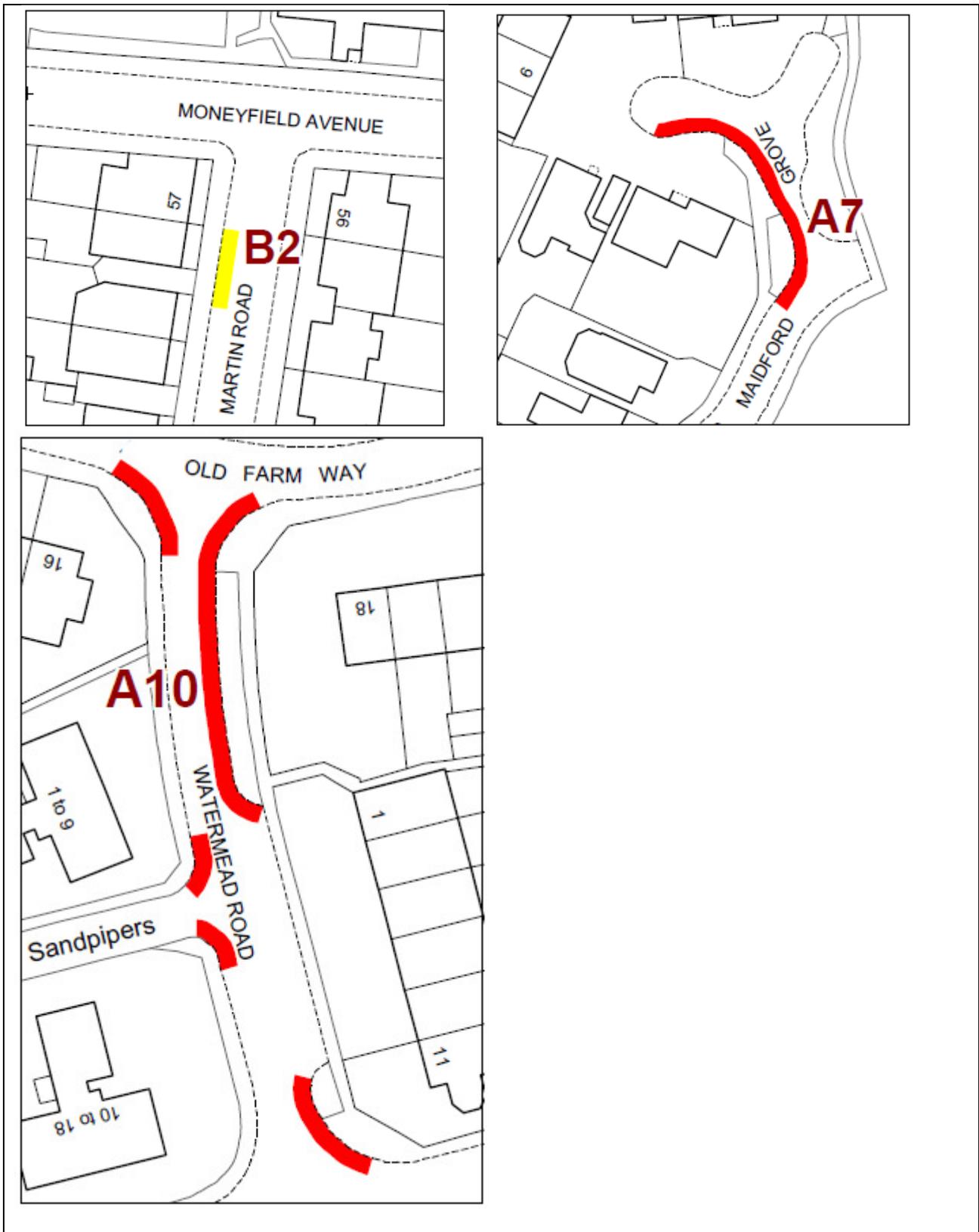
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2019'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

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 57/2019** by **25 June 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. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

PLANS: Martin Road (B2) - Maidford Grove (A7) - Watermead Road (A10)



Appendix B: Public response to the proposals

Support for Maidford Grove
<p>1. Resident, Maidford Grove</p> <p>Once again today the parents of children playing football park inconsiderately in the cul de sac where I live. This is after Portsmouth City Council have gone to great measures to try and sort this situation.</p> <p>The residents are now at the end of their tethers with this problem!</p> <p>Today one resident returned from the gym to find that she could not even get onto her drive as the gap in the centre was completely blocked!</p> <p>This is not acceptable the adults involved become rather rude and aggressive when approached and asked to move their cars!</p> <p>As a resident I am so sick and tired of this situation I have a side entrance with a no parking sign but this means absolutely nothing.</p> <p>I would be very interested to see what you intend to do about this situation! My worry is if an emergency vehicle needed access to the close it would not even be able to enter the road this is very worrying!</p>
Objections to Maidford Grove
<p>2. Residents, Maidford Grove</p> <p>We support double yellow lines being placed on both sides of the narrowest point of Maidford Grove because vehicular access to the grove has been completely blocked on occasion by visitors.</p> <p>However, we object to the lines continuing around the perimeter of No. 3 as this will mean that the only available parking inside Maidford Grove will be outside No. 9, opposite No. 3. A number of neighbours already park outside No. 9, plus at the weekends vehicles of the parents of the junior football teams, and any extra vehicles will impact us which we do not think is fair.</p> <p><i>Officer's comments: The proposal was put forward following the concerns of residents over vehicles parking on both sides of the road, denying access to the properties. Therefore the double yellow lines aim to allow parking on one side only, maintaining access. If the restriction does not extend around the bend in front of No.3 where the road is narrowest, then vehicles may park on both sides in that location, again obstructing access through to properties and reducing visibility on the bend when vehicles are parked on the grass. The proposal continues to allow parking on one side only.</i></p>
Support for Martin Road
<p>3. Resident, Martin Road</p> <p>I am the owner and have been living at the property for over 7 years . We currently have double yellow lines over our drive . When I moved in I was told this was due to the bus using this road and needing more space .</p> <p>However this bus has not be doing this root for several years and I would like these to be removed if possible .</p> <p>Please provide a proposal to remove the yellow lines over our shared drive and in front of number 55.</p>



Objections to Martin Road

4. Resident, Martin Road

I have a strong objection to these changes. As I am sure you can appreciate this junction can become very congested with cars parked legally and illegally on the current road markings, both sides of the road.

There are regularly vehicles parked across no. 53's shared driveway with the double yellow lines in place parking a car on the drive and their van across the dropped curb, this makes it very difficult when I need to reverse off my drive. When you consider the cars parked outside the houses can be of any size up to transit van this makes the manoeuvre much more dangerous.

Their intentions are to park in this manner knowing no-one else will be able to park across the drive if their car is there as it will illegally block them in.

If you also then remove the double yellow lines from outside 55 Martin Road and consider I now have a continuous row of cars parked opposite my drive, I have no direction in which to swing my car off my drive. Therefore, blocking me in although not directly in front of me.

I sincerely appreciate parking can be an issue in Portsmouth. However, I feel we are quite fortunate to have a road adjacent to us that is non-residential in which we can also park. The proposed changes will only benefit one resident but will cause a degree of danger to the two residents opposite that use our drives daily.

5. Resident, Martin Road

I wish to object to the proposed removal of the yellow lines - 53/55 Martin road. For the following reasons:

1 - restriction when entering and exiting our personal driveway/garage due to another resident parking across the shared driveway. They currently already use the shared driveway for their personal parking which includes work vehicles. We currently have limited visibility and space to manoeuvre our car without having a car parked opposite our driveway further limiting our turning circle.

2 - current use of this corner by coaches and taxis dropping off and picking up of people from moneyfields social club safely with unrestricted visibility.

3 - restriction of access on this corner for emergency vehicles as people will often park and drop off after the planned parking space.

4 - use of this corner by heavy goods vehicles currently serving the moneyfields social club and forthcoming large development.

5 - This the only fully accessible corner for large vehicles, fire engines, hgv's due to the extended double yellow lines. This road is 2 way which will increase the risk of people turning in a southerly direction with traffic coming from the south heading north.



6- we specifically chose to purchase this house with the fully accessible personal driveway to pick up and drop off our children and elderly parents in a safe manner.

7 - The end of our road is the only safe space for emergency vehicles to stop safely without blocking the road and therefore enabling them to have access.

We strongly object to the request for change due to its personal impact on the safety of us, our family and residents in the vicinity.

Support for Watermead Road

6. Resident, Watermead Road

I attached photographs of vehicles parked blocking my line of sight when I exit my driveway.

The van in particular is sometimes parked in this same position for weeks at a time. Surely this is a case that could be considered for double yellow lines as we have nearly collided with oncoming cars on several occasions.

7. Resident, Watermead Road

We are having many problems with the irrational way that people park.

The flats across the road from houses no 1 – 11 have now restricted their occupants to cars only so all the commercial vehicles are being parked in the small piece of road which leads into the housing estate.

One van in particular has been left on a corner next to no 1 which dangerously restricts visibility when leaving his driveway.

On Friday as other vehicles had parked on the opposite side of the narrow road the Refuse lorry had problems exiting the estate.

On Saturday there were cars parked both side and some vehicles could not get past to exit the estate.

I am seriously concerned as if this continues and emergency vehicles need access there will be a serious problem.

Objections to Watermead Road

8. Resident, Watermead Road

I've just seen the notice boards that have been put up about the double yellow lines going down in Watermead Road

I'm not sure what side of the road they are going or whereabouts, if the lines are going the side of the houses then lorries, cars and all other vehicles will have to park the side where the flats (sandpipers) are then the problem is when vehicles exit the car park the view is obstructed both ways with vehicles parked. If you turn left you're have to go round the vehicle that's parked there into oncoming traffic and the same if you turn right. You can't use the lay-by as you're blocking in vehicles parked in gardens I always thought lay-by was for anybody to use. The best place to park is on the left where the houses are and if you put the lines on the right by the flats they still park all night on the pavement >> lorries, cars etc etc .



Reference to the plans you have with the double yellow lines I had a look at your plan and found that exiting from Sandpipers car park left or right if you had cars parked all along outside block 1 and 2 (sandpipers) towards Old Farm Way you wouldn't be able to see what is coming towards you from Old Farm Way or from the right ,the yellow lines on the corners are fine as yesterday I was exiting Old Farm Way to turn into Watermead Road I had to drive on blind side because of cars parked on the corner and almost had a collision with a oncoming vehicle.The problems started was when you had lorries or cars parked on the pavements (no way getting past without walking on the road or lawns outside Sandpipers flats (keep of grass)for disabled , prams , buggies,) out Sandpipers going towards Old Farm Way,They are parked there on pavement all night sometimes, wouldn't do it with yellow lines the opposite side to where you propose to put them are put down.At present with cars parked where you are proposing to put your yellow lines down is OK, yellow lines on corners is OK

9. Resident, Watermead Road

Parking has always been on the EAST side of Watermead Road at this point and works well with no visible problems. By introducing restrictions to this side, vehicles will then have to park on the WEST side which will cause problems where none exist:

- a) A dangerous blind spot/ obstructed view would be created when exiting left out of the Sandpipers complex into Watermead Road.
- b) Vehicles would then need to pull out around said vehicles onto the wrong side of the road, and probably encounter fast moving traffic coming in from Old Farm Way. (We have larger trucks and commercial vehicles parked up especially late afternoon and evenings)
- c) I can possibly also envisage thoughtless drivers getting around the restriction by parking up on the grass verge.

What is needed if at all is the restriction applied to the WEST side from Old Farm Way to the junction of the Sandpipers complex. Vehicles occasionally park here with two wheels only on the road blocking the pavement.

As a very long term resident I would welcome your comments on this please.

1) THE CAUSE OF THE PROBLEM:

The background proposal was raised I assume due to irresponsible occasional parking of vehicles on the WEST side of Watermead Road (worse case was a scaffolding lorry)

2) THE SOLUTION TO THE PROBLEM:

Put parking restriction of yellow lines on the WEST side - leaving existing parking available on the east side.

I see no merit in your proposal in shifting the parking to the west side.

Having lived here for many years, I have observed the changes to the vehicular traffic. There is & has not been a problem with parking on the east side. Can not see



that passing traffic will be made any easier, in fact may even become more problematical.

As for residents exiting their driveways- I can see no restricted view of the roadway or traffic.

10. Resident, Watermead Road

I strongly object to the double yellow parking restrictions in this estate as this will only make parking even more difficult and some People have already taken to parking up on grass banks which will only get worse with these restrictions

We have issues during day with industrial estate parking and the flats at Binness Way have banned vans in their private car park so this has also increased the parking issues

I think a better solution would be parking permits for residents which would then give restrictions to the other issues and as Binness Way have their own private car park with ample parking they should be excluded from having a permit or have to pay a higher rate

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 from Watermead Road, Kestrel Place, The Saltings or Cygnet Road in the last 10 years and 1 request recorded from Binness Way.

11. Resident, Watermead Road

In response to notices that have been attached to street furniture indicating that the council intends to severely restrict parking by laying double yellow lines rendering residential parking difficult in the Cosham, Drayton and Farlington area.

I have attempted to find out the reasons behind these proposals by going onto your website but to no avail - I looked under Traffic Regulation Orders - Cosham, Drayton and Farlington. There are 7 TTRO proposals listed but none regarding Watermead Road.

As a resident of Watermead Road I would like it to go on record that I am objecting to the proposals, initially on the grounds that there appears to be no obvious reasons for imposing these restrictions and amendments, nor can I find any reasoning for this action on Portsmouth cc website.

I would welcome any explanation that you can offer me at this stage.

I wish to object to the introduction of double yellow lines along the eastside length of Watermead Rd where the grass verge is (to the left as you enter Watermead Rd from Old Farm Way)

It is my observation in the time that I have lived here that people rarely park on the pathway to which you refer and only on the rare occasion when there is no parking spaces available.



In my humble opinion, if you restrict the parking even further then you will effectively be acting in a counter-productive fashion that has the potential to create more tension within the community.

12. Resident, Watermead Road

I am writing to object to the planned change of parking in Watermead Road. To change the parking restrictions to double yellow lines along this stretch of road would be most unfair to the residents of Watermead Road. If double yellow lines were to be put in place on this part of the road, it will cause more congestion in the smaller surrounding rounds and therefore just moving the supposed problem to a different area.

Living within the Sandpipers complex where there are 33 flats, there is only parking for 24 vehicles. This will take away safe parking for myself and other residents who live within this area. With many people in this complex having young children, it is bad enough to have to park on the main road, which I fear will end up being streets away if this parking restriction goes ahead.

13. Resident, Kestrel Place

I write to object against the proposed double yellow lines being put into Watermead Road, Farlington.

I do not live on Watermead Road, but drive along it to access my street – Kestrel Place.

I do not see a need for double yellow lines. Vehicles that park in Watermead Road, are parked within regulations, and do not cause an obstruction to motorists.

Roads leading off of Watermead Road, are already heavily congested with parked vehicles.

Implementing parking restrictions, will only push those vehicles into surrounding roads, and cause people to park irresponsibly.

(End of report)