



Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 26 September 2019

Subject: Albert Road: proposed amendment to parking restriction under TRO 87/2019

Report by: Tristan Samuels - Director of Regeneration

Wards affected: St Jude's

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the public response to the proposed extension of the operating times of a limited waiting parking bay in Albert Road (north side between the junctions of Goodwood Road and Oxford Road) and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 87/2019 (pages 5-7)
Appendix B: Objection to the proposal to extend the controlled times on the limited waiting bay in Albert Road (page 8).

2. Recommendations

It is recommended that:

- 2.1. **The operating time of the limited waiting bay is extended as proposed, and its operation is considered as part of the review that is to take place within 6 months of the MD zone commencing;**
- 2.2. **The remaining proposals under TRO 87/2019 are implemented as advertised.**

3. Background

- 3.1 At the Traffic & Transportation Decision meeting held on 1 July 2019, it was resolved that a proposal would be put forward to extend the operating times of the limited waiting bay outside odd Nos. 89-95 Albert Road from 8am-6pm to 8am-9pm. During the operating times the parking bay restricts the time vehicles can be parked to a maximum of 2 hours. The parking bay is located on the north side of Albert Road between the junctions of Goodwood Road and Oxford Road.
- 3.2 Parking restrictions and amendments 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. 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. TRO 87/2019 is formed of 17 proposals.

4. Consultation and notification

- 4.1 Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 87/2019 took place 15 August - 6 September 2019.
- 4.2 1 objection was received to the proposal for Albert Road from a resident of Chelsea Road and this is presented in Appendix B.

5. Reasons for the recommendations

- 5.1 The concerns raised by the resident relate to putting forward a proposal for the benefit of a single business, and that the proposal may increase the pressure on parking in the surrounding area, which itself became subject to MD zone restrictions on 16 September 2019.
- 5.2 The proposal aims to address concerns raised by a local business regarding customer access up until 7pm in the evening but will also benefit other businesses in Albert Road that are open in the evening. Currently the 2-hour limited waiting restriction operates between 8am and 6pm, meaning vehicles can legitimately park up from 4pm, taking advantage of the 2 hours' free parking, until the restriction commences again the following day.
- 5.3 Extending the operating time of the limited waiting bay until 9pm would allow the 2-hour free parking to apply for a longer period during the day. This means vehicles could park up from 7pm until the following day. Short-term parking facilities enable a quicker turnover of vehicles to enable access to businesses and amenities.
- 5.4 The MD Kings area parking zone became operational on 16th September, restricting parking in the residential side roads to MD permit holders only between 4.30pm-6.30pm. Cabinet Members, on taking the decision to implement the MD parking zone, resolved that the parking zone would be reviewed within 6 months. This review will afford the opportunity to assess whether the extended operating time of the limited waiting bay in Albert Road is having the positive effect intended.

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 its 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 of implementing this Traffic Regulation Order through signage and lining works is expected to be around £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
1 email	Parking team, PCC (Engineers inbox)
MD Kings area report, minutes, decisions	Portsmouth City Council website (Full Cabinet Meetings 1 July 2019)

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 87/2019**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO.87) ORDER 2019**

15 August 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4, 32, 35, 36, 45, 51, 52 and 53 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. Cairo Terrace**

Both sides, a 4m length northwards from its junction with Sultan Road

2. Church Road

(a) North side, a 3m length west and a 3m length east of its junction with Hale Street South

(b) South side, a 3m length west and a 3m length east of its junction with Lords Street

3. Emanuel Street

(a) Western end, a 3m length

(b) South side, a 1m length eastwards from its dead end

4. Fawley Road

East side, extend the existing length northwards by 4m from Northwood Road

5. Hale Street South

(a) East / southeast side; a 10m length in front of Selhurst House's gate, southern edge of the turning area

(b) Both sides, a 3m length northwards from its junction with Church Road

6. Lealand Road

West side, a 13m length between the driveways of No.46 and No.48

7. Lords Street

Both sides, a 3m length southwards from its junction with Church Road

8. Peronne Road

East side, a 20m length across the junction of Scott Road (opposite Military Road)

9. South Road, Fratton

Both sides, a 8m length at the entrance to the cul-de-sac (odd Nos.1-49) across the dropped kerbs crossing point, to the front of No.45

10. Southbourne Avenue

Northeast side, a 10m length on the corner by No.26

11. Sultan Road

(a) North side, a 5m length both west and east of its junction with Cairo Terrace

(b) South side, a 2m length west of its junction with Baker Street

12. Waterworks Road

West side, a 22m length southwards from its junction with Zetland Road (replaces 5m of single yellow line)

**B) CHANGE FROM MC PERMIT HOLDERS ONLY 5PM-7PM TO:
WAITING LIMITED TO 20 MINUTES, NO RETURN WITHIN 1 HOUR
MONDAY TO FRIDAY 8AM-9AM AND 4PM-6PM****1. Outram Road**

West side, the existing 16m bay adjacent to the nursery



C) CHANGE OF DISABLED BAY OPERATION FROM MONDAY-THURSDAY TO 7 DAYS A WEEK

1. Marsden Road

West side, the 2 disabled bays outside the community centre

D) EXTENSION TO OPERATING TIME OF LIMITED WAITING BAY FROM 8AM-6PM TO 8AM-9PM

1. Albert Road

North side, the 21m parking bay between Oxford Road and Goodwood Road

E) RESIDENTS' PARKING PLACE (MD PERMIT HOLDERS ONLY 4.30PM-6.30PM)

1. The Thicket

South side, the currently-unrestricted 28m length west of Albany Road

F) HALF-KERB PARKING BAYS (1.5M ON FOOTWAY; 0.5M ON ROAD)

1. Raymond Road

Both sides between Portsdown Road and Rowland Road (between the dropped kerbs)

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 87/2019** by **6 September 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

PLAN: Albert Road (D1)



Key	
	A. NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
	B. CHANGE FROM MC PERMIT HOLDERS ONLY 5PM-7PM TO: WAITING LIMITED TO 20 MINUTES, NO RETURN WITHIN 1 HOUR MONDAY TO FRIDAY 8AM-9AM AND 4PM-6PM
	C. CHANGE OF DISABLED BAY OPERATION FROM MONDAY-THURSDAY TO 7 DAYS A WEEK
	D. EXTENSION TO OPERATING TIME OF LIMITED WAITING BAY FROM 8AM-6PM TO 8AM-9PM
	E. RESIDENTS' PARKING PLACE (MD PERMIT HOLDERS ONLY 4.30PM-6.30PM)
	F. HALF-KERB PARKING BAYS (1.5M ON FOOTWAY; 0.5M ON ROAD)

Appendix B - Objection to the proposal to extend the controlled times on the limited waiting bay in Albert Road.

I write to express my OBJECTION the proposed order, specifically section “d) extension to operating time of limited waiting bay from 8AM-6PM to 8AM-9PM” covering the north side 21m parking bay between Oxford Road and Goodwood Road.

This is a very small stretch of parking (enough for 4 cars), and seems completely arbitrary and unjustified. I have a number of concerns.

Firstly, it treats a very small part of Albert Rd very differently from the rest, which remains at 8AM-6PM. It either seems to be deliberately designed catch road users out and be a, albeit small, source of revenue, or to specifically serve one of the businesses the bay is immediately in front of. If the latter is the case, how can the council justify doing so at the whim of businesses, especially when they ignore the will of residents in this location with regard to time of operation of the new MD parking zone?

Secondly, this will set a parking precedent for Albert Rd, which could result in the remainder becoming extended to operate until 9PM in the future – this will then increase pressure on parking in the local area. Albert Road should not be changed piecemeal within other TROs. Extensions to Albert Rd should be considered separately and within the context of the timings of the MD permit zone.

Again I find myself asking whether the council, the Liberal Democrat administration and Cllr Stagg, are suitably qualified to make effective decisions regarding parking in Portsmouth & Southsea, and have a grasp of the complexities of parking within the MD zone and surrounding area. It appears not.

(End of report)