

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

Date of meeting: 16 July 2020

Subject: Shelford Road and Eastney Road: proposals under TRO 16/2020

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Milton and Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the 8 objections to 2 proposals within TRO 16/2020 relating to parking restrictions, and to decide whether to implement the proposals. 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 16/2020

Appendix B: Objections from 7 residents and 1 from Portsmouth Cycle Forum

2. Recommendations

It is recommended that:

- 2.1.** The proposed extension of the single yellow line outside Meon Infant School is extended by 10 metres instead of 16 metres, retaining an unrestricted parking space for 1 vehicle opposite No 44.
- 2.3** That the proposed change from double yellow lines (35m) to single yellow line to allow off-peak parking proposed in Eastney Road (A288) is not implemented due to road safety concerns and increased bus services.
- 2.4** That the remaining 12 proposals under TRO 16/2020 are implemented as advertised.

3. Background

- 3.1** 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, and/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 16/2020 is formed of 14 proposals.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 16/2020 took place 6 - 28 February 2020.
- 4.2** 7 objections from residents were received to the proposal for Shelford Road, reproduced at Appendix B.
- 4.3** 1 objection from Portsmouth Cycle Forum was received to the proposal for Eastney Road, reproduced at Appendix B.
- 4.4** Support was received from Portsmouth Cycle Forum to the proposed extension of double yellow lines in Goldsmith Avenue, reproduced at Appendix B.

5. Reasons for the recommendations

- 5.1 Shelford Road:** Parents of a disabled child attending the Infant School, and anticipating attendance of the Junior School in subsequent years, have requested access to the entrance be improved, enabling their child to be dropped off and collected outside the school. The child is not mobile and requires full assistance.
- 5.1.1** The proposal supports the Council's policy of improving accessibility for those with disabilities, and of not placing people with disabilities at a disadvantage when accessing services. The single yellow line would allow space for the vehicle to drop off and collect the child outside the school entrance, and allow others to do the same, whereas a disabled bay could be used by any Blue Badge Holder, making it unlikely to be available when needed.
- 5.1.2** Residents' concerns over reducing the daytime parking capacity in Shelford Road (3 parking spaces) have led to the proposal being reduced from 16 metres to 10 metres, retaining an unrestricted parking space opposite No. 44. The change will be monitored and can be reviewed if it does not work effectively.
- 5.2 Eastney Road:** The proposal intended to increase off-peak parking provision for around 7 vehicles between 6pm and 8am daily outside even Nos. 80-96. The 35-metre length was selected due to its location on a straight section of Eastney Road; an equal 25-metre distance south and north of the busy entrance to Tesco car park and the bend towards Highland Road respectively. The length is however, opposite the junction of Landguard Road, which is unavoidable.

- 5.3** The objection from Portsmouth Cycle Forum (PCF) highlights concerns regarding the strategic nature of Eastney Road (A288) as a key route to and from the seafront, and into Southsea via Highland Road, and regarding traffic exiting Landguard Road into Eastney Road, particularly when turning left.
- 5.4** Bus services have increased since this proposal was first considered, with the 1, 2, 2a, 16 and 17 services using Eastney Road as part of their routes. The 2a and 16 services operate outside of the proposed times to allow parking, and those bus services are therefore not included in the following analysis.
- 5.5** During off-peak hours (before 8am and after 6pm) when parking would be allowed under this proposal, 146 buses use Eastney Road each week:
- 57 buses over 7 days, off-peak times (No.1 service)
 - 75 buses over 7 days, off-peak times (No.2 service)
 - 14 buses over 7 days, off-peak times (No.17 service)
- 5.6** In 2019, an accident involving a cyclist was recorded. A vehicle travelling northbound on Eastney Road and turning left into Landguard Road collided with a cyclist overtaking southbound traffic. The concern raised by PCF relates to vehicles turning left out of Landguard Road into Eastney Road and meeting oncoming buses in their lane overtaking parked cars. However, any overtaking places vehicles in conflict with each other in this location, as demonstrated by the recorded accident.
- 5.7** There is a concern that local drivers are likely to look to their right before pulling out of Landguard Road, with their vehicle in motion before realising southbound traffic are on the same side of the road whilst overtaking parked vehicles.
- 5.7.1** Buses currently use the full width of the traffic lane (see images below for context), and therefore will be driving over the centre line to overtake parked vehicles. Currently, any vehicles stopping on Eastney Road use the footway for parking, which the Council cannot promote in this location due to the remaining narrow width for pedestrians, wheelchair users and those with pushchairs etc. and given the proximity to the adjacent properties' windows and front access.





- 5.8** There has been a low level of recorded accidents over the past 5 years (2 accidents) at this location and presence of parked vehicles may increase the risk of collisions due to traffic overtaking them using the opposing lane.
- 5.9** Parking restrictions on classified main roads are in place for road safety and traffic management purposes, and the current level of restriction has proved suitable, particularly as traffic volumes have increased over the years rather than decreased. Vehicles travelling to and from the seafront use the A288, and in Summer months traffic volumes will remain high past 6pm.
- 5.10** For the reasons given, it is felt that the safety concerns outweigh any additional parking benefits in this location. However, it remain a worthwhile exercise to consider the use of this road and whether on-street parking is appropriate.
- 5.11** Portsmouth Cycle Forum supports the proposal to extend the double yellow lines in Goldsmith Avenue east of Fratton Way (14m length), in preparation for a new cycle lane on the north side of Goldsmith Avenue, extending the west-east cycle corridor. This joins up 2 existing lengths of double yellow lines, closing a gap of unrestricted parking.

6. Integrated Impact Assessment

- 6.1** An integrated impact assessment is not required as the recommendations do not have a positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

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 total cost of the TRO and additional lining works is likely to be in the region of £1,500 and will be funded 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 that have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
7 emails	Parking team, PCC (Engineers inbox)
1 letter	Parking team, PCC (Engineers inbox)

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 16/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING, AND AMENDMENTS) (NO.16) ORDER 2020

6 February 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35, 36 and 45 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, 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. Braemar Avenue

South side, a 6m length east of Tregaron Avenue, adjacent to No.37

2. Collins Road

South side, a 1m length westwards from its junction with Chitty Road, alongside No.23

3. Cosham Park Avenue

North side, extend the double yellow lines eastwards by 2m outside No.1

4. Goldsmith Avenue

North side, a 14m length west of Frogmore Road and Hazel Court, joining up the existing restrictions to facilitate an advisory cycle lane

5. Parkstone Lane

South side, a 41m length eastwards from its junction with Parkstone Avenue (side of 5C Parkstone Avenue, rear of even nos. 14-20 Bembridge Crescent)

6. Raglan Street

South side, extend the double yellow lines by 2m into the layby outside No.2

7. Tamworth Road

South side, extend the double yellow lines opposite No.1 by 4m westwards

8. Tipner Lane

East side, a 13m length outside No.28, northwards from the bus stop to the garage opposite Somerville Place junction

9. Waterworks Road

East side, a 5m extension to the double yellow lines both northwards and southwards from Second Avenue, alongside Nos.1 and 2

B) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING 8AM-6PM (single yellow line)

1. Eastney Road

East side, a 35m length outside even Nos. 80-96 to provide off-peak parking (evening/overnight)

C) CHANGE FROM 4-HOUR LIMITED WAITING (parking bay) TO: LOADING ONLY BAY

1. Prospect Road

North side, the 20m bay at the eastern end (outside former Eberhardt building)

D) NO WAITING MONDAY-FRIDAY 8AM-5PM

1. Shelford Road

West side, a 16m length to join up the existing lengths of single yellow line outside Meon Infant School entrance (opposite Nos. 46, 48 and 50 Shelford Road)

**E) CHANGE FROM RESIDENTS' PARKING BAY (ME ZONE) TO:
ELECTRIC VEHICLE RECHARGING BAY**

1. Pretoria Road

North side, partly outside Nos. 83/85 (charge point is within the lamp column)

F) REDUCTION OF RESIDENTS' PARKING BAY (JA ZONE)

1. Rosemary Lane

Reduce the parking bay at the rear of No.6 by 5m to accommodate a new dropped kerb, which has planning permission

G) ADMINISTRATIVE AMENDMENTS

This order also updates the existing traffic orders relating to No Waiting At Any Time restrictions to ensure consistency. These do not make any changes on the public highway.

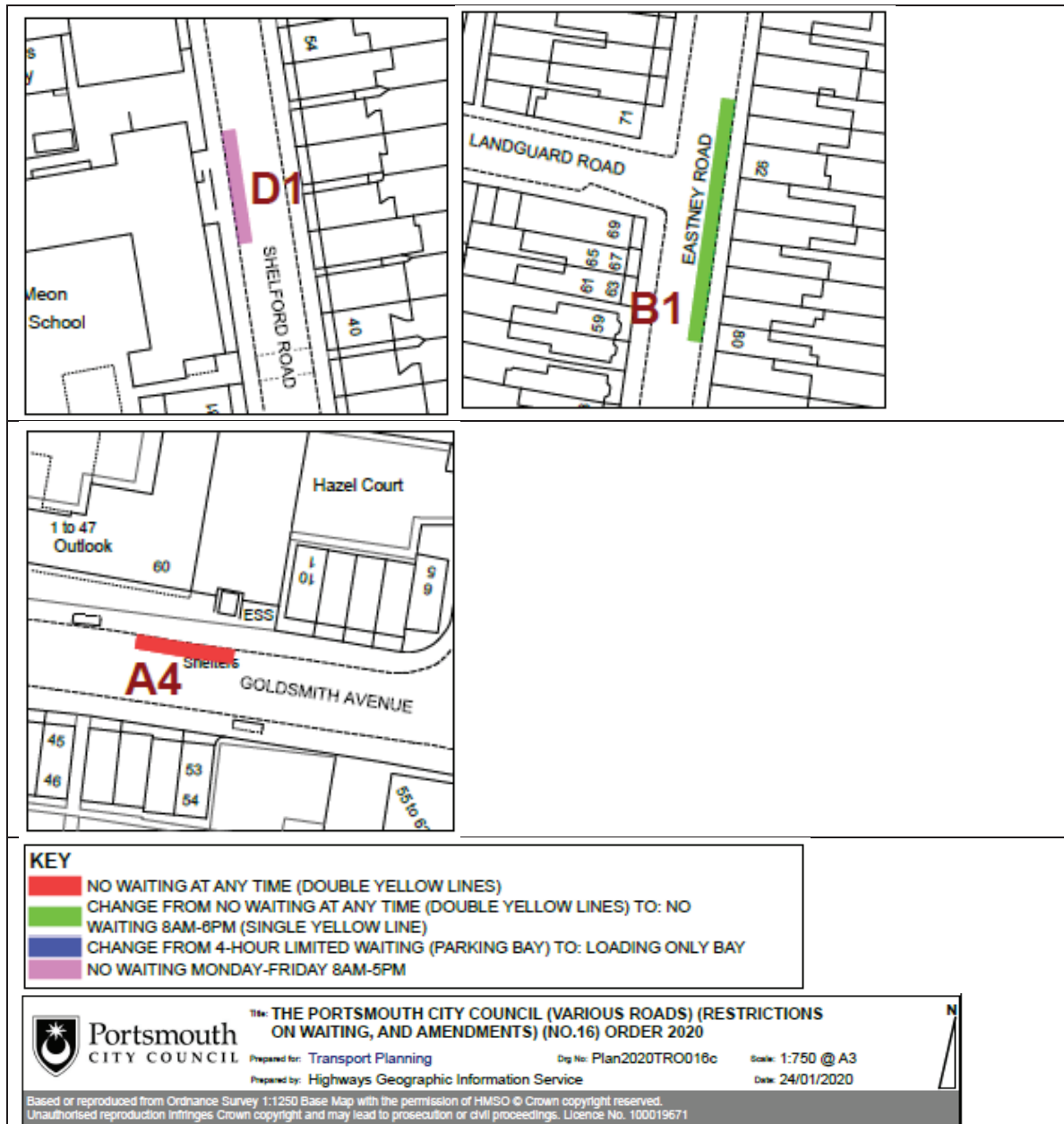
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. The draft order containing a statement of reasons is available for inspection at the main reception, Civic Offices, during normal opening hours.

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, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 16/2020** by **28 February 2020** 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: Shelford Road, Eastney Road, Goldsmith Avenue



Appendix B: Public views on the proposal

1. Resident, Shelford Road

I wish to lodge my objections to the proposed change to the restricted parking zones outside of Meon Primary School on Shelford Road. Ref: TRO 16/20

The plan to extend the zig zag no parking zone outside the school will reduce the already limited day time parking on Shelford Road, which will have an impact on those residents who do not work a normal 9-5 day, for example shift workers, and those who do not work, such as stay at home parents and those retired.

I feel the existing zigzag areas offer enough protection for the pupils and to reduce available parking in an already crowded area is a bad idea.

2. Resident, Shelford Road

I am writing to object to the extension of the school parking restrictions on Shelford Road reference TRO 16/2020.

As a resident close to the school and parking during the day is becoming increasingly difficult during school term times when the teachers use Shelford Road to park. With the recent permit parking in place in neighbouring roads pushing additional cars our way we are already stretched for daytime parking and do not think we can afford to lose four more spaces.

I am often home in the afternoons and the school zig zags are ineffective at best and quite frankly dangerous at times. Because there is often no parking at all in our street many parents park up on the zig zags. They then run back to their car and drive off quickly without performing the basic safety checks because they do not want to get caught.

I believe the zig zags on Shelford Road serve only to reserve parking spaces for parents at school collection times and encourage dangerous, panicked driving. Extending the restricted parking will only serve to reduce legal parking spaces and encourage more illegal parking.

Parking is already a problem during the day in our street without the loss of four more spaces.

3. Resident, Shelford Road

I am emailing you to object against the proposed action to join up the existing lengths of single yellow lines outside Meon school entrance in Shelford Road. The reasons for my objections are :

This will mean there will be less parking for residents by 3 -4 cars in a heavily congested area where parking is hard enough.

These proposals will penalise those who work shifts who may need to park during the day. It will also have a negative impact on those elderly residents who do not go out to work during the day but need to park close to home.

At a time when parking everywhere in Portsmouth is so difficult, it is very disappointing to see proposals that do absolutely nothing to ease the problem. Instead of reducing parking spaces for residents in Shelford Rd and indeed the wider area, PCC should perhaps be working towards increasing the number of parking spaces instead.

4. Resident, Shelford Road

I wish to complain against the proposed change to parking in Shelford Road, the additional of a yellow line outside Meon Infants. Parking here is already very difficult. I have just had to park in Mayles Road. The loss of these 3 or 4 parking spaces will only worsen this problem.

I also do not understand why the zig zag yellow lines outside the schools have to be in force all day and every week day even in holiday time. Surely there can be no danger to the children if parking is only restricted between 8am and 10am, between 2pm and 4pm and all restrictions lifted during school holidays.

5. Resident, Shelford Road

I have only just noticed the proposed changes regarding the four parking spaces between the two zigzag markings outside the meon infants /junior schools.

Maybe a flyer through our doors would have been a good idea.

As you are probably aware, parking is of a premium in almost every road in Portsmouth, due to most properties having multiple occupants with one or more cars. Not only that, there are plenty of work Van's/pickups, that also contribute to the parking shortage.

I have an elderly father and mother in law who are not as sprightly as they used to be, would have to walk much further than necessary, and walking my shopping from up the road or round the corner isn't easy for myself.

So I am absolutely against the idea of losing four more valuable parking spaces between 8am-5pm. If I dont get my car parked outside or by my house before everyone arrives with there cars and Van's, I'm looking for a space quite a distance away.

What ever happened to cycling/walking to work, or car sharing for teachers employed at the schools.

Also, how is it companies allow there staff to bring the company's Van's home?

So once again its from me and my family for the proposed parking changes.

6. Resident, Shelford Road

Re. Yellow lines - Shelford Rd.

I am enclosing a list of problems that your intended changes to parking would cause residents in Shelford Rd.

I feel sure that after reassessing this situation you will find that the changes are not necessary.

Re Yellow lines - Shelford Rd. (Opp 46/48/50)

I notice that you have put a sign on a lamp post advising removal of 4 car parking spaces. Surely all houses in this half of Shelford Rd should have received a circular to advise them of your intentions.

Loosing the use of 4 spaces during the day - residents will have problems for contractors needing access for unloading equipment & parts to carry out repairs etc / parcel deliveries / food deliveries.

An excess of teachers, school visitors and school delivery vehicles - all wanting to park very close to the front door will create term time chaos.

Having these 4 spaces has not caused any problems for the school so why waste money removing them. Every penny could be put to better use by the Council. There are other school problems that should be sorted.

① Parents lining up down the centre of the road to deliver children to school - blocking the street completely.

8 or 9 vehicles lined up and round into Meon Rd with engines running.

② Parents emptying rubbish, especially cigarette ends, from vehicles when waiting to collect children.

③ Children dropping litter.

④ Parents arriving early to collect children & sit for $\frac{1}{2}$ - $\frac{3}{4}$ hr with the engine running. Couldn't care about pollution.

Every single parking space on Portsea Island is at a premium. Is this change a foregone conclusion?

Are the residents going to be ignored?

I would request that the signs are changed. Some signs read "No Stopping - Mon-Fri - 8.00-9.30 am - 2.30-4.00pm during school term time on school entrance markings".

7. Resident, Shelford Road

I am writing to object to the extension of the school parking restrictions on Shelford Road reference TRO 16/2020.

I have seen a local councillor on a community Facebook page state that the intention of the single yellow line is to give parents with disabled children who attend the school somewhere to park.

That the parents are unable to park close to the school is indicative of the parking problems we have here in Shelford Road. I do not see why residents need to lose four car parking spaces to allow for one car carrying a disabled passenger.

My understanding is that the brief dropping off and picking up of passengers is permitted on single yellow lines. This would allow all parents to use the new single yellow line at drop off and pick up, and so not in any way guarantee that a space is available for the parents of the disabled children who the parking restriction is intended to help. Would it not make more sense to add a disabled bay outside the school?

The cynical part of me wonders if this is not actually in order to provide the schools with a legal reserved parking space for their deliveries and coaches for school trips. At the moment these generally park illegally on the school zig zags.

Daytime parking is stretched by the school as it is and we cannot afford to lose four more spaces, especially when it will not necessarily be of benefit to those it is intended to help.

I am concerned that this was apparently our consultation period and yet residents have not been made aware. I did not see the sign on the street until yesterday when it was posted on Facebook by a neighbour and I do not believe many others have either. An extension to the consultation period after notice through residents doors would be a fairer way to go about this.

8. Portsmouth Cycle Forum: Goldsmith Avenue and Eastney Road

Portsmouth Cycle Forum would like to respond to two of the items included within **TRO16/2020** with regards to changes of parking restrictions.

Item A4

The PCF **fully SUPPORT** the addition of this 14m length of double yellow lines in order to remove parking spaces that force cyclists on the carriageway (the shared path ends at the pedestrian crossing) into the centre of the traffic lane to pass parked vehicles in an area outside flats and houses that have dedicated parking to the rear of the properties. This will allow eastbound cyclists a clear route to access Frogmore Road and the residential routes around Fratton Park to head north or east of the city, whilst also providing more space to extend the existing cycle lane back from the Goldsmith Ave / Winter Road / Priory Crescent junction in due course.

Item B1

The PCF **OBJECT** to the reduction in parking restrictions in Eastney Road outside Nos 80 -96 to provide off peak parking. As illustrated by the associated diagram in the TRO, this location is immediately opposite the junction of Languard Road, and is a 30mph road and part of the strategic road network. A 35 metre length is space for approximately 10 vehicles and as such is a considerable distance for cyclists to have to be riding close to the centre line of the road with northbound cars exiting a curve and already watching vehicles exiting Reginald road and Languard Road.

Vehicles exiting the latter and turning south will also find themselves facing head-on northbound traffic, and as such could be considered as an accident waiting to happen, especially in summer months when the exodus from the seafront meets commuters heading home after 6pm when the full-time restrictions are lifted. There has recently been an accident involving a vehicle that mounted the pavement and destroyed a lamp post or telegraph pole just south of this location, so even without parked vehicles the road is not an accident free area.

Whilst similar style parking restrictions have been created in Winter Road, we believe that Eastney Road is a more major and less residential residential providing access to Highland and Albert Road and the seafront, and therefore as part of the already congested Eastern Corridor and a bus route should remain clear of parked vehicles south of Bransbury Road

(End of report)