

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

**Date of meeting:** 29 October 2020

**Subject:** TRO 51/2020: Proposed parking restrictions and amendments

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

**Wards affected:** Charles Dickens, Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Paulsgrove

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the consultation responses to proposals under TRO 51/2020 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 51/2020

Appendix B: Public response to the proposals

## 2. Recommendations

It is recommended that, under TRO 51/2020:

- 2.1. **April Square: the proposed 66 metres of double yellow lines within the northern arm (alongside No.41 and outside Nos.42-52) are reduced to 26 metres on the west side, alongside No.41 only;**
- 2.2 **Bransbury Road: the double yellow lines are extended by 6 metres in front of the dropped kerb as proposed;**
- 2.3 **Althorpe Drive / Holcot Lane: the double yellow lines are installed at the junction of these roads as proposed;**
- 2.4 **Woofferton Road: the proposed 7 metres of double yellow lines are reduced to 5 metres and installed;**
- 2.5 **Haslemere Road: the proposed extension of the single yellow line by 4 metres is deleted and not implemented;**
- 2.6 **The remaining 10 proposals under TRO 51/2020 are implemented as advertised, due to support and/or no objections.**

### 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 a change to the highway network. 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 51/2020 is formed of 16 such proposals.

### 4. Consultation and notification

- 4.1 Following an approximate 3-month delay due to the Covid-19 pandemic, the statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 51/2020 took place 30 July - 21 August 2020.
- 4.2 Objections and support are reproduced verbatim at Appendix B:
- 4.2.1 1 objection was received to the April Square proposal;
- 4.2.2 1 objection was received to the Bransbury Road proposal;
- 4.2.3 2 responses were received to the Althorpe Drive / Holcot Lane proposal, indicating support, and also objection in terms of the proposal not going far enough;
- 4.2.4 1 objection was received to the Woofferton Road proposal;
- 4.2.5 5 objections were received to the Haslemere Road proposal.
- 4.3 It should be noted that objections to statutory consultations must be made in writing, as stated on the consultation documents, and therefore only written responses from residents are taken into account. Letters were sent to 9 properties in Holcot Lane, advising of the proposed double yellow lines at Althorpe Drive / Holcot Lane junction and providing a further opportunity to comment. This measure was in addition to the yellow notices displayed on-street and the notice published in the *Portsmouth News*. 2 written responses were submitted.
- 4.3.1 Objections made by a third party reportedly on behalf of other residents, and received outside the 21-day consultation period, are not considered as part of the consultation response. Personal details such as names and addresses, and other information received from a third party cannot be accepted, nor can the information be used by local authorities under data protection laws, specifically GDPR (General Data Protection Regulations).

### 5. Reasons for the recommendations

**5.1** April Square: A local councillor requested double yellow lines on behalf of residents experiencing difficulty accessing their properties, and driveways, due to parking congestion.

**5.1.1** A proposal was put forward to restrict parking within the northern arm (dead-end) on both sides. A phone call from one resident, and an email from another, explained that issues arise when vehicles park on the grass verge adjacent to No.41. There was some consternation about the proposal to prevent parking directly in front of driveways. It was also suggested that the local housing association was looking to provide white entrance markings for residents' driveways. Therefore, recommendation 2.1 is made to restrict the west side adjacent to No.41 only, instead of the whole northern arm.

**5.1.2** As objections to statutory consultations must be made in writing, only the email response reproduced at Appendix B can be taken into account in this report.

Plan showing the extent of the double yellow lines recommended for April Square:

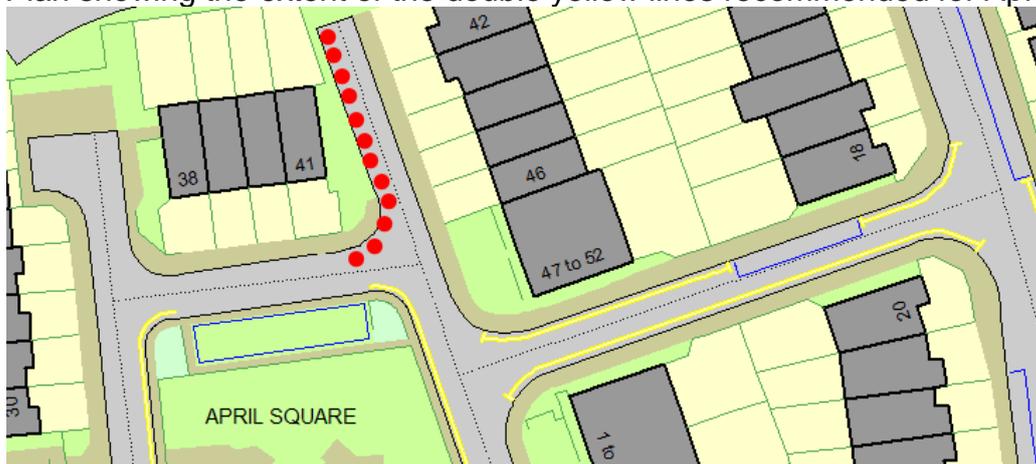


Image of the location:



**5.2** Bransbury Road: An anomaly was identified in Bransbury Road just by the car park entrance, created when the dropped kerb was installed for cyclists. The dropped kerb is approximately 2.5 metres from the end of the existing double yellow lines. The proposal closes that gap, protects the dropped kerb and prevents confusion about whether or not obstruction of the dropped kerb can be enforced in this location.

**5.2.1** There are no plans to remove the dropped kerb, which forms part of the cycle network, regardless of how many cyclists use it. Therefore the extension to the double yellow lines is required to close up the gap and remove any confusion as to whether vehicles can legitimately park in front of the dropped kerb. One parking space will remain, east of the dropped kerb. Image of the location below:



**5.3** Althorpe Drive / Holcot Lane junction: A resident of Holcot Lane requested double yellow lines on both sides of the 50-metre section of Holcot Lane, between the junctions of Althorpe Drive and Tiffield Close, removing all street parking to improve visibility of traffic and keep footways clear. For the reasons described in paragraphs 5.3.2 - 5.3.7, a proposal was drawn up to protect the junction of Althorpe Drive and Holcot Lane, which currently has no restrictions. The proposal is intended to manage parking, thus improving visibility of vehicles and pedestrians at the junction, and is recommended for installation under paragraph 2.3.

**5.3.1** The Council did not change its mind on this proposal as suggested in a representation; it was delayed due to the Covid-19 pandemic, along with all other public consultations for approximately 3 months. The proposal was included in TRO 51/2020 and progressed when lockdown restrictions were eased sufficiently.

**5.3.2** Anchorage Park has some of the lowest recorded traffic speeds and traffic volumes in the city due to its structural layout, the on-street parking arrangements and due to being separate from the main highway network (i.e. used for access only, not as a through-route). On-street parking can reduce traffic speeds, whereas lengths of unrestricted road can encourage vehicles to drive faster and the overall speeds to increase.

**5.3.3** Therefore, additional double yellow lines are considered in Anchorage Park when an exceptional road safety or traffic management issue is highlighted by a number of residents, the emergency, public and delivery services and/or accident data, or in relation to unrestricted junctions. The number of vehicles that residents own or use outweighs the original off-road parking provision: this has been particularly apparent

across the city during the Covid-19 lockdown measures, whereby the majority of residents stayed at home and used their vehicles far less frequently.

- 5.3.4** Essentially, there is nothing exceptional about the stretch of road between 1-8 Holcot Lane compared to the rest of Anchorage Park and therefore no reason to propose the removal of on-street parking further east of the junction. There needs to be some on-street parking to accommodate residents needs and visitors like estate agents, meter-readers, engineers, maintenance vehicles etc. It can be frustrating and inconvenient when one household appears to use more than its "fair share" of on-street parking, but removing that parking and displacing vehicles elsewhere is not a viable option.
- 5.3.5** Residents are encouraged to reverse vehicles onto driveways, so as to approach the highway in a forward manner, as per the Highway Code (rule 201); not to reverse out into approaching traffic, however light that may be.
- 5.4** Woofferton Road: There is a recurring problem for the waste collection crews to access the bins serving Ullswater House (9 dwellings), meaning that refuse collections sometimes occur fortnightly. The Waste Management team and the Housing & Property Service, are looking to harden a section of the verge and install a dropped kerb for access. Restricting a short length of highway would maintain access to the bin store, both currently and once the physical works are complete.
- 5.4.1** The objector is keen not to lose 3 parking spaces adjacent to Ullswater House, and was unclear on what 7 metres of double yellow lines would mean in reality. The original suggestion from Waste Management was to extend the existing double yellow lines southwards and in front of the proposed dropped kerb location, losing 2 parking spaces. That proposal was amended to allow a parking space to remain both north and south. The recommendation 2.4 to reduce the proposed 7 metres to 5 metres means one space would be affected, which the resident has indicated would be acceptable. This also makes it less likely that part of the double yellow lines would be used to fit 2 smaller vehicles within the space, risking the issue of a Penalty Charge Notice.
- 5.5** Haslemere Road: A local resident felt the road markings adjacent to the rear of the newsagent in Haslemere Road were misleading, as the white line entrance marking extends past the garage entrance and in front of the side gate, to meet up the single yellow line restriction. He was asked on one occasion to keep the entrance clear, and consequently asked the Council if he was in contravention of any parking restrictions in doing so, to which the answer is no, as vehicular access via the dropped kerb is not obstructed. Proposing to extend the single yellow line in place of 4 metres of the entrance marking seemed appropriate, and consultation was undertaken.
- 5.1** The consultation has shown that the extended space created by the entrance marking is used for early morning deliveries to the newsagent (5am), and that accessing the space has not been a problem. However, extending the single yellow line restriction would mean vehicles could park up until 8am as they do currently on that marking. Therefore, recommendation 2.5 is for the current road markings to remain as they

are, in light of the information provided by local people, which is supported by ward councillors.

## **6. Integrated Impact Assessment**

- 6.1** An integrated impact assessment is not required as the recommendations do not have a significant 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 cost for implementing the Traffic Regulation Order through signage and lining works is expected to be approx. £1,500. The cost of which will be met from 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
12 emails	Parking team, PCC (Engineers inbox)

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

**Appendix A: The public proposal notice for TRO 51/2020****THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING, AND AMENDMENTS) (NO.51) ORDER 2020**

30 July 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35 and 36 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. April Square**

Both sides within the northern arm outside Nos.42-52 inclusive, to enable traffic to pass; 66m

**2. Bransbury Road**

North side, extend the existing double yellow lines eastwards by 6m (up to Henderson Road) in front of the dropped kerb between the car park entrance and Bransbury Mews

**3. Curtis Mead**

North side, a 4m length west of Escur Close and a 5m length east of that junction

**4. Escur Close**

(a) West side, a 15m length northwards from Curtis Mead opposite Nos 2 & 4

(b) East side, a 2m length northwards from Curtis Mead up to No.2's driveway

**5. Fourth Street**

East side, extend the existing double yellow lines northwards by 82m outside Nos.1-53, from St Mary's Road to its northern end

**6. Holcot Lane**

(a) North side, an 8m length eastwards from Althorpe Drive up to No.2's driveway

(b) South side, a 5m length eastwards from Althorpe Drive up to No.1's driveway

**7. Kingston Crescent, Southern Spur**

(a) North-west side, extend the existing double yellow lines by 8m up to Mile End Road junction

(b) South-east side, extend the existing double yellow lines by 17m up to Mile End Road junction

**8. Locksway Road**

North side;

(a) 9m on the west corner of Orchard Lane (private road)

(b) 4m on the east corner of Orchard Lane (private road) up to the bus stop clearway

**9. Old Farm Way**

South side, a 6m length west and 3m length east of Watermead

**10. Watermead**



(a) West side, an 8m length south from Old Farm Way

(b) East side, a 3m length south from Old Farm Way

**11. Woofferton Road**

East side, a 7m length at the rear entrance to Ullswater House for bin collection access

**B) CHANGE FROM 1-HOUR LIMITED WAITING MON-SAT 8AM-6PM TO:  
LOADING ONLY 9AM-6PM DAILY**

**1. Empshott Road**

South side, the existing 16m bay adjacent to the Co-op store (No.113 Winter Road)

**C) NO WAITING MON-FRI 8AM-5PM**

**1. Haslemere Road**

West side, extend the existing single yellow line south of Pretoria Road by 4m in front of the dropped kerb (no vehicular access)

**D) CHANGE TO PAY & DISPLAY PARKING BAY LAYOUT (ECHELON TO  
PARALLEL)**

**1. Pembroke Road**

South side, extend the parallel parking bay eastwards, replacing 26m of the echelon parking east of Pembroke Close

**E) REDUCTION OF PROHIBITION OF WAITING (double yellow lines)**

**1. Powerscourt Road**

South side, a 4m length east of Paulsgrove Road, to the side of No.4 Paulsgrove Road

**F) CHANGE TO RESIDENTS' PARKING BAY FROM MC PERMIT HOLDERS ONLY  
5-7PM TO:**

**MC AND MD PERMIT HOLDERS ONLY 5-7PM**

**1. Lorne Road**

(a) West side, the 23m bay north of Campbell Rd, adjacent to Campbell Mansions

(b) West side, the 22m bay south of Livingstone Rd, adjacent No.30

**G) ADMINISTRATIVE AMENDMENTS**

This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

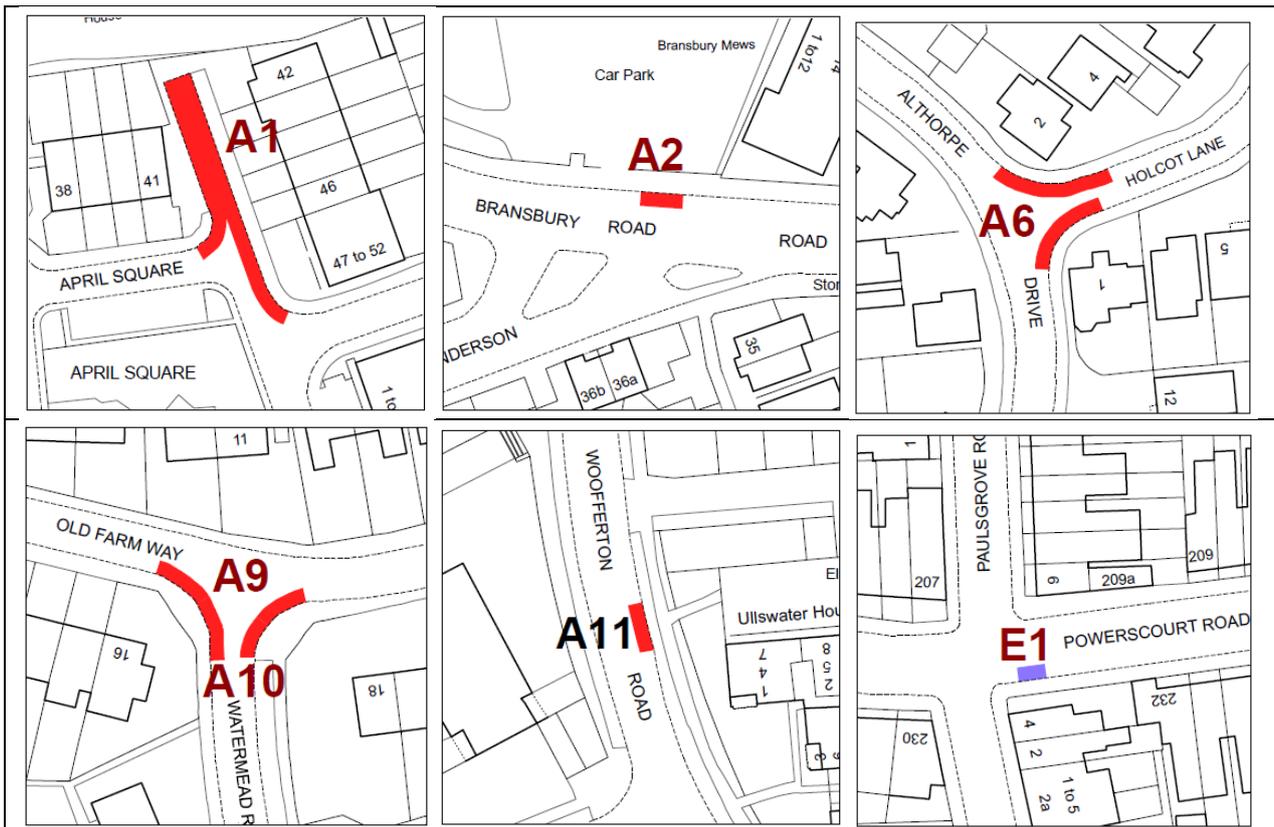
To view this public notice on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Please note library staff are unable to provide additional information on these proposals.

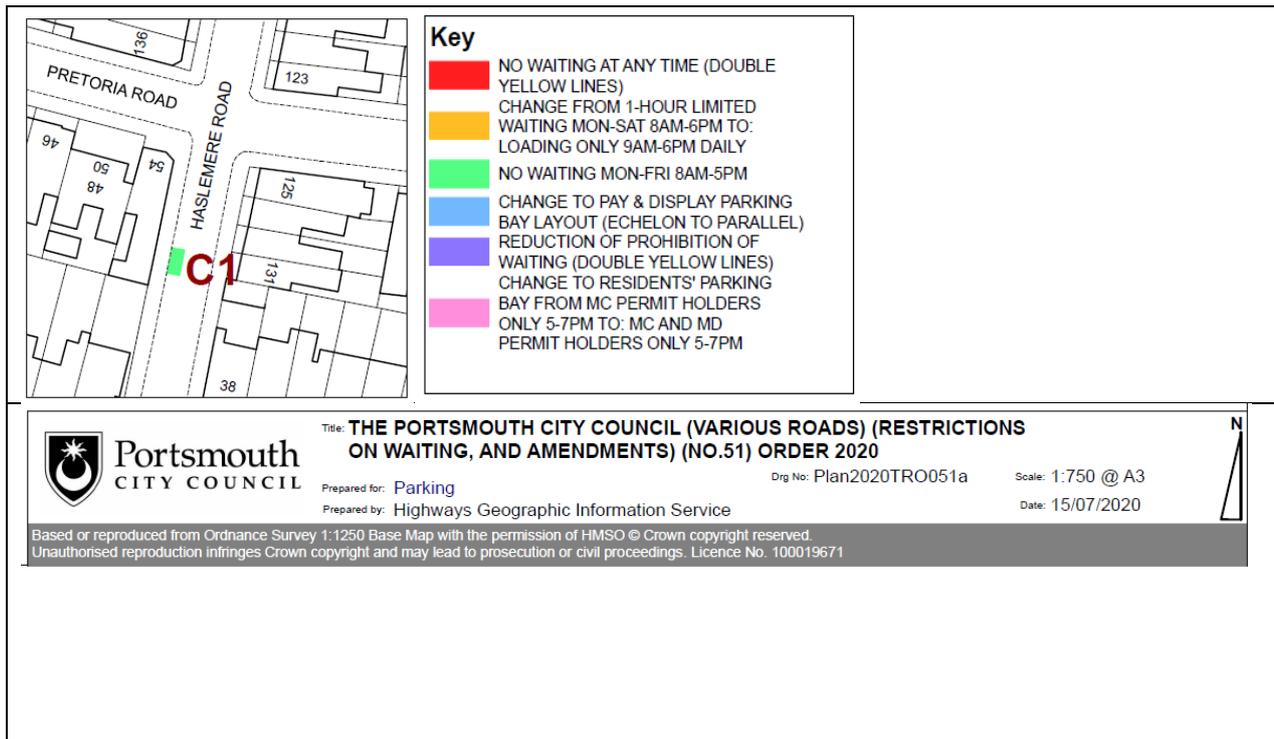
Persons wishing to object to these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 51/2020** by **21 August 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 OF THE PROPOSALS DISCUSSED WITHIN THIS REPORT:**





## Appendix B: Public views on the proposals

### April Square: double yellow lines

#### 1. Resident, April Square

I was told on the phone yesterday to email my concerns about yellow lines hopefully going alongside number 41 April Square the whole length of number 41 has a grass verge running alongside of it, and for years people park on it (completely ruined it) and on the road itself some for days even weeks it can be shopper's visitors to residents people in the Square telling friends of friends etc to park there. it is so frustrating when you can't get on and off of your drive and have to miss hospital and gp appointments and if you are coming home need to find somewhere else to park. I've been approaching my Housing association for years also because of neighbour's and their visitors parking across my driveway (this has improved across my driveway) I was told that lines if they go ahead will go along the side of 41 which is what I'm hoping for, also on the pavement of mine and neighbour's pavement on the edge of our driveway (dropped kerb) I don't want lines outside of my house and I'm sure none of the neighbour's will. One neighbour has in the past put Polite notes on cars not to park on the grass verge to visitors and a resident in the flats next to us. One person who used to park on the grass verge was very abusive and swearing at the neighbour. Please can yellow lines if approved just go along the side of 41 April Square. I've taking hundreds of photos and videos over the year's many now lost and I still am now proving my point.

### Bransbury Road: double yellow lines

#### 2. Resident, Henderson Road



Further to your public notice I must object to the extension of the 'No Waiting at any time' Restriction in Bransbury Road. I believe (but not stated) this is for the cycle path that exits the car park. This is not used by any cyclist what so ever as the route is marked out with 90 degree turns and all cyclist exit via the car park and not the marked route. Further the restrictions for 'no waiting at any time' would be better placed on the double bend and further east where commercial vehicles are normally parks.

As cyclist normally ride in or out of the car park by the common entrance, a Cycle marking in the entrance would mitigate with the joint use.

### **Althorpe Drive / Holcot Lane junction: double yellow lines**

#### **3. Resident, Holcot Lane**

Looks like your department has changed it's mind about yellow lines at the beginning of Holcot lane.

Unfortunately this does not go far enough as I requested from Tiffield close to the Beginning of Holcot Lane earlier in the year.

I provided photos of the parked cars that shows that traffic is not visible both ways when entering Holcot Lane to my Local Councillor which I believe were passed to you.

The reason you cannot see the traffic both ways is because there is a bend in the road which causes a blind spot making it difficult for No6 and 8 to enter the road from their driveways safely.

The local residents do not need to park on the road except for No8 as they have six cars and only room to park two cars.

I have the support of many residents not only local but those who drive past on a daily basis to go to work

All we are asking for is to be able to exit our driveways safely we are not asking for too much.

The only people that park here live further up the state because they have too many cars.

I would also like to inform you that 2 cars parked just up the road have been parked for 7 and 5 Months since the start of the year and they do not even live on the estate.

If I get majority support from the nine resident not 8 in your letter will this help in my proposal.

I have spoken to 5 residents near me who are not happy with your proposal and would rather have Yellow lines from the beginning of Holcot Lane to number 8. There are therefore five objections and their names are listed below :-

Mr X, No.X Holcot Lane.

Mr & Mrs X, No.X Holcot Lane.

I have also added another two photos showing that the entrance to Holcot Lane is not visible and is a road safety issue. If I cannot see the entrance to Holcot Lane then neither can the drivers from Tiffield Close. I have also taken a photo from the beginning of Holcot Lane and that is still obscure to drivers entering Holcot Lane.

#### **4. Resident, Holcot Lane**

Thank you for your letter of 31 July inviting comment regarding the proposal to paint double yellow lines in Holcot Lane and your counter-proposal to reduce the lines only to the junction between Holcot Lane and Althorpe Drive.

I have no idea which neighbour submitted this proposal, but I wholeheartedly support them. This junction is particularly dangerous when vehicles are parked along the section of road specified, namely the length of road between No.1 and No.8.

It has got particularly bad over the last few months. I'm at home most of the time and have witnessed several near misses and two "road rage" incidents in the last two months since lockdown was eased and the parking situation has worsened.

Whilst I completely understand the need to provide safe parking, the emphasis has to be on the word safe. I have attached 4 photographs taken throughout this morning. Although taken within a 3 hour timeframe, this is indicative of the ongoing problem on this stretch of road.

In the file ending 125 - you can see that the maximum number of parking spaces involved is 3, without encroaching on dropped kerbs. It also shows cars being parked on the opposite side of the road, reducing road width considerably. It is a fairly common occurrence to see lorries having to mount the pavement to get past parked cars, with the inevitable damage to kerb and pavement.

In the file ending 140 - you can see that having only 3 spaces hasn't stopped a van from squeezing on at the end of the row, blocking the driveway for the residents at Nos 2 and 4.

In the file ending 557 - I had just returned home in my car to find this almost everyday occurrence. 4 vehicles nose to tail. The issue however is one of safety - you will note that I have no view of the road beyond the parked cars, despite the need to pull out onto the other side of the road to pass.

In the file ending 603 - This is the view when on the wrong side of the road, attempting to overtake the parked cars. Because of the shallow double bend in Holcot Lane, the view forward is totally obscured by the parked cars. When coming from the opposite direction, if cars are parked on the other side of Holcot Lane (outside No.7), the same problem applies, even though there are only two parking spaces on this side. There is an additional hazard at this point for vehicles using the junction between Holcot Lane and Tiffield Close.

I have seen innumerable instances where cars have met head on and it is only through sheer luck that they haven't collided. One is always forced to reverse to permit the other to proceed and this has caused argument that has nearly come to blows on several occasions. On one occasion, the van driver was so incensed that as he drove past he ripped off the wing mirror from the car on the other side of the road. I have no doubt that there have been many more incidents that have gone unnoticed.



The situation has worsened considerably in recent months, with many vehicles apparently being parked by workers on the nearby trading estate. Furthermore, some local businesses appear to be using the road as over-flow car parking. The existing parking spaces beyond No.7 seem to be monopolised by either Enterprise hire vans, Surrey Council vans or several old vehicles that seem not to move for weeks at a time - presumably awaiting repair. I understand that such parking is legal providing they are taxed, but the fact remains that they are making the parking situation much worse than it needs to be.

As things stand. With such an obstructed view and with so few people observing the 20mph speed limit, this part of the road is at times extremely dangerous and I fear that a serious incident is inevitable.

All of the affected residents have both a garage and at least two spaces for off-road parking, so continuing the yellow lines as originally proposed to the end of the road in front on No.7 and No.8 would not cause inconvenience.

On a personal level, although it might make parking slightly more difficult when I have visitors, I nevertheless strongly support the original request to extend the yellow lines to the end of the road beyond No.7 and No.8 and I request that you revisit the proposal with a view to doing so.

Thank you again for inviting comment and for investigating the proposal. Your efforts to keep the streets of Portsmouth safe are greatly appreciated.

I feel it important to report yet another incident on the stretch of road in question.

I heard shouting and when I looked out I saw that a pushbike had collided with a car. It appears that the car was trying to pull out of Tiffield Close to turn right into Holcot Lane. A cyclist heading down Holcot Lane was obscured by parked cars and as the car pulled out, the cyclist went into the driver's door. Fortunately, no injuries resulted, damage to the car door was light, and aside from some choice language no harm was done.

The potential for serious injury had the cyclist been travelling at speed, or had the incident involved a car or motorcycle is obvious.

There are almost always vehicles parked on the road/pavement at this junction, so may I suggest that when considering the extent of the double yellow lines in this proposal, you also extend them around the corner at this junction.

I have attended far too many accidents in my professional life and now that I'm retired, I have no desire to witness anymore in the vicinity of my house. The stretch of Holcot Lane from it's junction with Althorpe Drive and through until it's junction with Tiffield Close is hazardous. Please could you reconsider your proposal and extend the double yellow lines the full length of the road on both sides as far as, and around, the junction of Holcot Lane and Tiffield Close.

Officer's response:



*Many thanks for your email below and your subsequent email in relation to the junction of Tiffield Close.*

*With regard to the latter it sounds as if the driver exiting Tiffield Close did not fully stop at the junction or look properly before moving forward. With the vehicle parked on the footway instead of the road, visibility of approaching vehicles was unaffected. If double yellow lines were to be proposed on that junction they would be unlikely to continue in front of No.8, as the majority of residential junctions within the city that are restricted, have between 1-3 metres of double yellow lines (excluding adjacent footway width). There have been no concerns raised about the junction of Tiffield Close/Holcot Lane in the last 15 years, or requests for parking restrictions, which is why it remains as is. This is very common for minor internal junctions in residential areas.*

*Thank you for your support regarding the proposed double yellow lines at the junction of Holcot Lane with Athorpe Drive. It's rare that a proposal is put forward on behalf of one resident, but the junction in question is formed by 2 main roads within the estate. Usually, proposals are the result of concerns raised by a number of residents, often via a petition, the emergency, public and/or delivery services, or where accident data suggests a problem that requires attention.*

*Anchorage Park is particularly difficult, as many residents have out-grown the private parking available and use the roads, when limited parking is available for visitors anyway (not just residents' visitors, but those maintaining the location's infrastructure and common areas). Increasing the parking restrictions and removing parking causes vehicles to move to more unsuitable locations and increases the parking congestion, as vehicles do not disappear from the estate. However, the roads do not take the volumes of through-traffic seen elsewhere in the city, and have the lowest recorded traffic speeds due to vehicles using the roads for access only. Speeding is acknowledged as a problem within the long, straight roads where vehicles are able to build up significant speeds, particularly within one-way streets. Limited funding means traffic calming measures are focused on roads with a poor road safety record, and there is a long waiting list.*

*I hope this information and context is useful. Whether or not the proposed double yellow lines are approved will depend on the outcome of the consultation. Your comments will be included in the subsequent report, anonymised. The Council must follow statutory procedures to introduce traffic restrictions, including the 21-day public consultation, and currently little evidence available to insist restrictions are installed in the face of objections, other than the fact the two roads involved form an important junction within the area. Generally speaking, residents do not like double yellow lines in front of their properties where parking has taken place for many years, and was available for use when they purchased the properties.*

*Very many thanks for your comprehensive reply, I'm very grateful.*

*I've done my bit! I still don't know which neighbour made the original proposal, but perhaps had they canvassed the rest of us for opinion, they might have had more support.*



Over to you, I just hope that I don't have to resurrect these emails in the future and say that I told you so!

**Woofferton Road: double yellow lines**

**5. Resident, Allaway Avenue**

We wish to object to the proposed double yellow lines at Woofferton Road for bin collection.

Whilst we acknowledge that bin collections are a necessity, the collections themselves take place once a week for approximately 30 mins. Please note, and we would like you to bear in mind, that collections are at times, once a fortnight due to the providers tight schedules.

Our understanding of double yellow lines means no parking whatsoever. We would like to point out, and are sure you will understand, that existing parking is very limited at best. The proposed double yellow lines will remove 3 most needed parking spaces, restricting residents and visitors alike.

We would also like to point out that in the years that we have resided here there has not been any major problems with the bin collections themselves. However, when the area is clear of parked vehicles, the vehicle used for the bin collections can be found on the pavement backed up to the gates of the entrance to Ullswater House, thus blocking pedestrians from using the pavement and therefore forcing them to use the road. We are also aware that the reason why they make this manoeuvre is because they do not like dragging the bins themselves over the graved area of the pavement as they cannot control them safely.

With all this said we would like to propose for your consideration, that instead of double yellow lines, which as we know would remove 3 parking spaces, that you place/paint 'No Parking' on the road directly in front of the rear entrance to Ullswater House, therefore only removing 1 parking space. This would then give the bin collection providers space to operate and reduce the restrictions to residents regarding our precious parking facilities.

**Haslemere Road: extension of single yellow line**

**6. Business, Haslemere Road**

I would like to object to the above order to extend the single yellow line by 4 m across the dropped curb and my side entrance and would like it to be left in its current state

When the pandemic started in March we did not close and stayed open serving the local community and delivering to vulnerable residents and self-isolating customers. As you know stock everywhere was in short supply and cash and carries were restrictive and so we had to rely more and more on delivered goods so we could stay open , so the dropped curb area was a godsend for deliveries and as the parking restrictions were lifted in the area by the council we had cars parked on the single line for days ,not moving.

My business relies on daily deliveries and unloading at the back of the shop via the double gates and the single door , 7 days a week , from 5.00 am onwards , restricting access to my delivery area would have an adverse effect to my business and if suppliers



cannot get direct access as at present they might refuse to deliver to me and where would I get my stock then . Since the pandemic suppliers have brought in their own restrictions on how and when they can deliver and we have to conform to these . We are also a parcel hub and can have eight or nine parcel deliveries a day at the side door as we have a restriction on how many people can be in the shop at one time due to social distancing and at this point in time we do not know what other restrictions the government will bring in .

By extending the line you will be cutting down my delivery area by 1 third and adding one extra space and when cars are parked there the delivery vehicles will not be able to park to unload and may have to block Haslemere Road whilst unloading, which is not ideal . A similar example is the Spar shop down the road whose delivery vehicles regularly block Devonshire Avenue and stop the traffic , causing tailbacks in both directions.

The current line is enough for 2 cars and we already have problems with motorists not moving their cars after 8am because they cant be bothered or don't see the sign ,sometimes leaving them there all day ,this can be verified by the Parking Office with the amount of tickets issued . At the moment when this happens we have the leeway of the dropped curb for any deliveries and customer parking but this will be taken away if the lines are extended and parking is allowed across the entrance .

There is also access required to a residents garage behind the shop , the green shutters , when cars are parked opposite the entrance and up to the edge of the garage the turning circle is very tight but with another car added on it will reduce it further .

The resident asked me to mention this in my objection .

The current single yellow line has been here a number of years and there has never been any problems with that or my deliveries and the dropped curb is clearly marked with stop ends and an entrance sign and if one or two residents have queried it since the new permit scheme has come in recently is it fair to disrupt my established business and deliveries on that basis , maybe they are looking to park there and not purchase a permit .

If someone has been asked to move or told they couldn't park there at anytime it would be a delivery was due .

There are also many other properties in the area who have dropped curbs and do not use them for vehicular access.

By leaving as it is, it will save the council the expense of removing old lines and replacing them.

I have attached some pictures of some of our delivery lorries and the space they take up , also remembering they have tail lifts so space has to be allowed for those and enough space to roll off the cages.

Further to my previous objection and the disruption to my business I would also like to add the fact that the single yellow line is only in force on Monday to Friday which means there will be cars ,vans or trucks parked on the dropped curb across my delivery entrance all weekend .



Has thought been given to if and when the football season restarts how parking will be affected.

A lot of large delivery lorries use Haslemere road and the dropped curb provides an excellent passing spot, in the past we have even had emergency vehicles parked there.

My suppliers lorries have tailifts so need an extra 3 metres behind to unload.

Perhaps you can answer

- Where my deliveries, which are seven days a week, from 5 am can be unloaded safely to the delivery entrance, as they cannot come through the shop due to social distancing and supplier restrictions because of Covid 19 which is ongoing
- Disabled customers who at present at weekends and during the week are able to park on the dropped curb will park to shop, if the line is extended.
- We also have parents with children who park there safely, so they do not have to cross the road.

To sum up, to the council it is 4 metres of line, to myself, my business of many years, Customers, Suppliers and local residents it will bring more restrictions to an already very congested area in what continue to be very difficult and unsure times.

#### **7. Business, Haslemere Road**

We as a company would like to object to the above application.

There are enough parking spaces in the area and we feel that making one more space outside of Pretoria News will not make a difference at all, but will have a major effect on Pretoria News as a company.

Extending the lines across a regularly used delivery area for Pretoria News, would put more pressure on a small business, its suppliers and its customers, a business that is surviving in these difficult times and has supported the local community throughout. By making a parking space here, could cause major disruption to deliveries, and to passing traffic on a daily basis.

Local businesses have suffered enough due to the pandemic and are subject to many government restrictions inside and outside of the business. We should be supporting our local businesses, not causing problems, when there doesn't need to be.

#### **8. Resident, Rochester Road**

I would like to register my objection to the extension of the single yellow line south of Pretoria Road as advised in the notice above. My garage entrance is on Haslemere Road and if cars/vans are entitled to park overnight on both sides of my garage entrance, as well as the garage entrance being positioned in such a narrow road, I will not be able to manoeuvre my car into my garage (especially with plans in the future to purchase a larger vehicle).

Although there is another garage entrance on the other side of Haslemere Road which would make manoeuvring a little easier, the space often has the garage owner's car parked in front of it, so I am often unable to use that space to manoeuvre when cars are illegally parked outside the shop's delivery entrance.



Another point to make is how the shop's deliveries will operate effectively without the extended dropped kerb, the space is used daily for overnight deliveries, plus the shop owner has expressed his anger for this unnecessary change due to purchasing the shop which had the option to convert the back entrance into a garage if he so wishes in the near future, surely you cannot take away this entitlement from the owner?

I very much hope you will reconsider this plan due to the idea only gaining one additional parking space, however making my garage redundant and consequently meaning parking my larger vehicle in the extra space gained. Unfortunately the suggestion to extend the single yellow line does not prove logical sense for the community and I would further appeal your decision if you decide to go against my objection.

I was extremely disappointed to see when the 4.30-6.30pm parking restrictions came into force when your team painted the dotted white lines directly against my entrance road marking, therefore encouraging residents to park close to the garage entrance meaning I am now unable to turn right out of my garage. As well as the annoyance of having to pay for a repaint of the entrance road marking myself every 5-10 years due to the white lettering fading, it is necessary to do this due to the countless times mindless people have decided to park over the entrance.

The shop owner and I have fought so hard to keep our garage entrances clear from illegal parking and this idea from our own council to make an unnecessary change to make the situation worse is very distressing for our families.

**9. Local Councillor**

Having received representations from residents and having investigated the reasons why the proposed change came forwards, I believe that on balance, the status quo is preferable to this change and therefore wish this to be considered as a formal objection.

**10. Local Councillor**

Just to say that I concur with the local Cllr's comments and wish to add my objection too.

**11. Resident, No address given**

A notice board had appeared regarding a single yellow line in front of Pretoria news on Haslemere road.

I would like some more details on this matter please as I frequently use this line to park my car overnight. I understand you are trying to extend the line by 4 meters but have been told you plan to change the restriction from 8-5 to 6-6 this would mean anyone parked there overnight would have to move it at 5:55am or risk getting parking tickets every day. Can you please give me information of your plans for this area.

*Officer response: There are no plans to change to the 8am-6pm restriction. This was discussed during the consultation, whereby extending the current marking could mean a change to its times of operation, to cater for the early morning deliveries. The recommendation not to change the road markings makes this unnecessary.*

Ok thanks for clearing that up, as long as the timings of the yellow line doesn't change. To make it 6am-6pm as I was first told would make it unsaleable for residents as we'd have to move our vehicles at 5:55am to avoid getting tickets.

**Powerscourt Road: reduction of double yellow lines**

**12. Resident, Powerscourt Road**

We have recently had a drop kerb installed at our property however we have had many issues with vehicles blocking our drive due to the distance space left between the existing yellow lines and our driveway. We have been advised by traffic officers to contact you in regards to getting the lines shortened to allow a sufficient parking space between the yellow line and our driveway. Please see photos attached regarding the length of the yellow line and distance space between our driveway.

*Officer response: the construction of the dropped kerb left a short gap between it and the double yellow lines from Paulsgrove Road, causing vehicles to either overhang the restriction or new dropped kerb. Further investigation found that the double yellow lines were reduced some years ago as part of a review in North End, but either this length was missed, the bitumen has worn away, or the restriction was replaced incorrectly after resurfacing. Therefore, a new consultation was required to make the necessary changes on the highway.*

(End of report)