



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

Date of meeting: 25 February 2021

Subject: Highbury Street proposals (TRO 86B/2020: Proposed parking restrictions)

Report by: Tristan Samuels

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the consultation responses to proposed parking restrictions in Highbury Street under TRO 86/2020, 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 plan for TRO 86/2020

Appendix B: Public response to the proposals

2. Recommendations

It is recommended that:

2.1 Having considered the public response contained in Appendix B, that the restrictions proposed in Highbury Street under TRO 86/2020 (Appendix A , sections A2 and B1) are implemented under TRO 86B/2020, meaning the double yellow lines and KA zone parking bay are installed as proposed;

2.2 It is noted that the remaining proposals of TRO 86/2020 were implemented in January 2021 under TRO 86A/2020, 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 86/2020 was formed of 8 such proposals.



- 3.2** This section of Highbury Street is a single carriageway approximately 2 metres wide. The proposal for double yellow lines in the stretch of Highbury Street between St Thomas's Street and the High Street was put forward following concerns raised about parking on the footway causing an obstruction to pedestrians. As there is a vehicle parked at the closed end of the road nearest the High Street on a regular basis without causing an issue, a formal parking place has also been proposed there. The KA zone in Old Portsmouth provides parking for KA permit holders, with up to 1 hour's free parking for non-permit holders.
- 3.3** Whilst an historic TRO appeared to be in place for double yellow lines on the north-east side of Highbury Street, there is no evidence to show they were ever installed, as proposed in conjunction with the residents' parking zone implemented in 1999.
- 3.4** A representative of Colas has confirmed that there are no double yellow lines shown on their asset register for maintenance purposes. Colas has maintenance obligations under the PFI contract established in 2005, and the asset register was compiled in 2004. Had the double yellow lines been installed in Highbury Street in 1999, evidence of them should have been visible in 2004 and included in the register for continued maintenance.
- 3.5** Therefore a new proposal was put forward, as few people would remember the original proposal more than 20 years prior, current residents may not have been consulted at all, and the sudden application of parking restrictions would be unexpected and potentially unnecessary. It was therefore deemed prudent to consult on a fresh proposal to gauge the public response.

4. Consultation and notification

- 4.1** The statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 86/2020 was originally arranged for 7 - 28 October 2020. However, it was discovered that public notices had not been displayed in all locations affected by the proposals, and a renewed 21-day consultation took place 29 October - 19 November 2020.
- 4.2** 15 representations were received to the proposals for Highbury Street;
- 10 objections
 - 4 in support
 - 1 unclear whether in support or objection
- 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.

5. Reasons for the recommendations

- 5.1** Appendix B of the report shows there are mixed views on whether to introduce restrictions proposed.



- 5.2** The Highway Code does indicate that vehicles should not park on the footway (London authorities have wider powers to those outside of London). However, use of the footway for parking is common practice throughout Portsmouth's residential streets, due to the enormous parking pressures. Residents use part of the footway, which varies considerably in width between roads, in order to allow enough space for traffic to pass - particularly emergency vehicles and other larger vehicles.
- 5.3** The Council understands why this practice occurs, but does not condone it, and is aware that the Department for Transport is currently considering a nationwide ban on pavement parking.
- 5.4** The narrow stretch of Highbury Street between St Thomas's Street and High Street is closed to vehicles at the High Street end but is used by pedestrians from the residential streets around to access the High Street. The issue was highlighted because a resident was using part of the area outside their property and part of footway as a parking space. This practice forces some pedestrians to walk in the carriageway rather than on the footpath to get past the parked vehicle.
- 5.5** This section of the road is narrow and is used by vehicles delivering to the business on the High Street. These delivery vehicles need to turn round in the road or reverse out once the delivery is made, which can make it more dangerous for pedestrians needing to walk in the road.
- 5.6** Double yellow lines were approved as part of the residents' parking zone in 1999 but apparently not installed. Given the information from residents who lived there at the time, the concerns around conservation of an historic street that were made then have been repeated now.
- 5.7** Achieving a relatively straight 50mm yellow line with equal width between double lines is difficult on cobblestones, and the lines also wear more quickly than lines on other surfaces. However in terms of the practicality of having lines there are other examples in Old Portsmouth and elsewhere where parking restrictions have been laid on cobbled areas and maintained.
- 5.8** A number of the representations make reference to the vehicle reported as a problem no longer parking at the location and consider the introduction of restrictions to be excessive. Google Street images show a vehicle parked across the pavement in 2016 as well the reported concerns in 2020 when the issue was raised.





5.9 The street is part of a residents' parking zone where parking is in considerable demand. While parking causing an obstruction of the road or footway is an offence the police could deal with, the police focus their resources on other issues and enforcement is unlikely. Without restrictions in the section of Highbury Street anyone could park at any time and in doing so is likely to obstruct the footway or road or both. By having formal parking restrictions this can be deterred and if necessary enforced. The end of the road is often used for parking and therefore formalising a parking place will help the parking capacity. For these reasons it is recommended that the proposed restrictions in Highbury Street are implemented.

6. Integrated impact assessment

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

The cost of the additional line painting is likely to be minimal and will be met from the On Street Parking budget.

.....
Signed by:
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
15 letters/emails	

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

.....
Signed by:
Cabinet Member for Traffic & Transportation

Appendix A: The public proposal notice for TRO 86/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING, AND AMENDMENTS) (NO.86) ORDER 2020

29 October 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35, 36, 45, 46, 51, 52 and 53 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. Avondale Road

West side of the south-western arm; the full length (30 metres) at the rear of Nos. 18-32 Cranleigh Road, to maintain access to the rear pedestrian gates

2. Highbury Street

North-east side, a 48-metre length between the junction with St Thomas's Street and the 5-metre parking bay proposed at the south-eastern dead end (Part B of this notice)

3. Jervis Road

South side, a 12-metre length in front of the vehicular access to Scott House car park (adjacent to No.201 Jervis Road)

4. Parkstone Lane (runs between Parkstone Avenue and Craneswater Avenue)

North side, a 25-metre length eastwards from the junction with Parkstone Avenue (to cease 2 metres before the garage entrance)

5. Tangier Road

North side, a 13-metre extension to the existing double yellow lines westwards from the private access road to No.265 (opposite Portsmouth College), to meet up with the single yellow line

B) KA PERMIT HOLDERS / WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS

1. Highbury Street

South-eastern dead end: a single parking bay, 5 metres in length

**C) CHANGE FROM NO WAITING MON, WEDS & FRI 8AM-4PM TO:
NO WAITING MON-FRI 9AM-12PM (NOON)**

1. Gatcombe Avenue

North side, the existing 17-metre single yellow line alongside The Golden Hind public house

D) CHANGE FROM:

**WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR MON-SAT 8AM-6PM TO:
WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 1 HOUR MON-SAT 8AM - 9PM**

1. London Road (Hilsea Market)

West side, the existing limited waiting parking bay outside Hilsea Market: Nos. 9-14a London Road

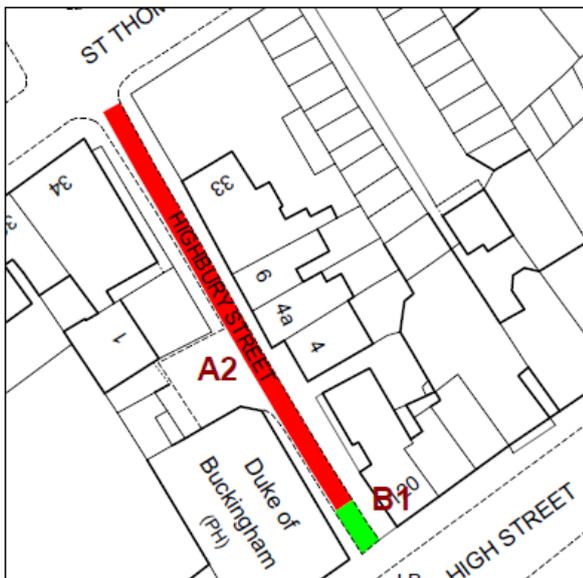
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Library staff cannot provide more 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 or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 86/2020** by **19 November 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

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

PLAN OF THE PROPOSALS DISCUSSED WITHIN THIS REPORT:



Key	
■	NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
■	KA PERMIT HOLDERS / WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS
■	CHANGE FROM: NO WAITING MON, WEDS & FRI 8AM-4PM TO: NO WAITING MON-FRI 9AM-12PM (NOON)
■	CHANGE FROM: WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR MON-SAT 8AM-6PM TO: WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 1 HOUR MON-SAT 8AM - 9PM

Appendix B: Public views on the Highbury Street proposals

Objections

1. Resident and business, High Street

Reference the above dated 7th October 2020 first can I point out that there has been no physical notice in the Highbury Street area showing the proposed plans for a parking bay and double yellow lines in Highbury Street - should there be one or is there one somewhere that we have missed?

Reference detail:

‘A) NO WAITING AT ANY TIME (double Yellows)’

With particular reference to Highbury Street - does the ‘No waiting’ stipulation apply to delivery vehicles for the Duke of Buckingham Pub?

I am strongly objecting to the proposal for double yellow lines because they are unnecessary:

1. Is the reality that the double yellows have been proposed with the sole purpose of stopping the residents of an address on Highbury Street from parking in front of their property? If that is the case then surely the proposal is a sledge hammer to crack a nut and there are better solutions to that issue that will not have such a deleterious effect on this part of the neighbourhood. The first suggestion may be to ask the resident to stop parking there?

2. Highbury Street is in a conservation area and one of the few remaining old cobbled streets anywhere in Portsmouth. The Street is narrow and the yellow lines will look both ugly and incongruous & will destroy any remaining charm left of it. Would the type of paint required to make the lines cause serious damage along with the visible damage to the fabric of the pavements and cobbles caused by overuse by heavy vehicles? See attached pictures of some of the damage caused to pavements and kerbs. The road itself is a patchwork of piecemeal and botched (no doubt costly) repairs.

In addition - it appears that the double yellows proposed will run the length of Highbury Street, save the area behind the pub, including across our own dropped curbs in front of our main gate and garage front access - is this the case? Please see attached drawing.

Problems we do have in Highbury Street:

DELIVERY VEHICLES - I was informed in answer to a written enquiry to an officer that delivery vehicles to the Duke of Buckingham Pub/Hotel would not be subject to stopping restrictions on double yellow lines. At present the problems we have in Highbury Street are those caused by the increased frequency and size of supplier and refuse collection vehicles to the pub/hotel business due to the increase size of their food delivery business this year. Please see attached photographs which are date stamped. The daily refuse collection vehicle routinely mounts the pavement.



TURNING CIRCLE - The space behind the pub which is a highways turning circle is generally occupied by the parked pub delivery vehicle and because of this a) it cannot be used as a turning circle and forces vehicles to reverse down the road & b) the delivery vehicles block the road and the pavements as well as the access to our garage. In fact they now block the road even when the turning circle is not occupied and their response when asked to move is frequently unpleasant. It should also be noted that people using the proposed new parking bay will also be blocked in by these delivery vehicles.

QUESTION Why don't the double yellow lines turn into the turning circle thus restricting the pub's use of it as a permanent unofficial parking space? The drawing shows that those using the proposed new parking bay at the High Street end will be forced, in the absence of a usable turning area, to reverse the length of the street. We can attest that drivers inexperienced using the street find this very difficult and frequently end up on the curbs and pavements posing a danger to pedestrians and potential damage to cars.

In conclusion we do not feel we have problems with parking in Highbury Street. We do have problems with regards to the vehicles using the Street. There are times when it feels more like an industrial estate than a quiet residential street. These problems will not be solved by the proposal for double yellow lines nor by removing the parking of a resident on Highbury Street. I would urge you to find a less draconian way of tackling a parking issue emanating from just one household in the street and address some of the other matters which effect everyone in the street.

2. Resident, High Street

Please find below my reasons for objecting to the proposed yellow lines on Highbury Street PO1 2HW

The main reason is that it seems to be addressing a problem that doesn't exist. Neighbours enjoy a good relationship, know each others' cars and consequently parking is not a problem.

The main issue is the ever increasing number of delivery and service vehicles using this very narrow street and yellow lines will have no effect on this as they will still stop in the road during deliveries etc. May we suggest the now faded yellow lines into the turning circle be reinstated? This would allow normal sized delivery vehicles to use this as a delivery bay. Currently as the yellows are so faded this area is used for parking so the road is blocked many times each day.

Another problem with having no turning circle is when drivers unfamiliar with the area drive down Highbury street thinking they can access the High Street and then have to reverse the whole length back out. Anyone who has tried it knows that it is not as simple as it looks and they invariably end up mounting the curbs and risk damaging their tyres or at worst hitting a pedestrian.

The other obvious issue is the lack of dropped kerb on the corner of the turning circle. This angled pavement kerb is very difficult for buggies, the elderly etc.



I really fail to see how putting ugly yellow lines on one of the oldest streets in our cherished preservation area will improve it in any way!

Below are a few possible things that could be done:

1. Reinstate the turning circle yellow lines so it can be used as intended and act as a delivery area.
2. Put a 'no through road' sign at the junction with St Thomas Street.
3. Form a drop kerb at the angled corner to the turning circle to help pedestrians.
4. Consider imposing a weight limit on vehicles using the street to protect a beautiful old cobbled roadway which is getting seriously damaged and poorly repaired at no doubt some cost to the Council.
5. If there is to be a parking bay at the end of Highbury Street it should be brought back by a couple of meters. During better weather groups of drinkers/smokers outside the pub are sometimes seen to lean on parked cars and mess has been left along with broken glass.

3. Resident, High Street

I am writing to formally object to the proposed implementation of TRO86/2020 in the southern half of Highbury Street, Old Portsmouth. The TRO appears to be not needed as the reasons for it being requested seems to no longer exist. Also the southern half of Highbury Street is one of the very few cobbled streets left in the entire city and is a much valued part of the Old Portsmouth conservation area. Thus to introduce parking restrictions with double yellow lines and a parking space with white lines as well as associated street signage would look extremely intrusive and greatly impact upon the street's heritage appearance. I do hope that my objections to the TRO will be given serious consideration. Can you please let me know the outcome of this matter.

4. Resident, Highbury Street

In the above order you state that double yellow lines will be introduced in Highbury Street to the 48-metre section between the junction of St Thomas's Street and the proposed 5-metre bay at the south-east dead end.

1. When this was discussed many years ago, the council agreed with the resident that painting yellow lines on the cobbled street was not in the best interest of the conservation area. May I ask why the policy has changed?
2. Why has this become necessary? There is rarely a problem with parked vehicles blocking Highbury Street.
3. How will residents offload their vehicles if there is no waiting at any time? After being away, I often park alongside my front door whilst emptying the vehicle.
4. How will The Duke of Buckingham pub receive deliveries from the brewery and its suppliers if vehicles are not permitted to wait?
5. What is to happen on the road in front of the existing loading bay and resident's bay?

I object to the proposed order regarding Highbury Street for the following reasons:

1. When this issue was raised some years ago, both the council and residents agreed that double yellow lines on the cobbled street were not in the best interest of the integrity of the conservation area. Nothing has changed, so this surely remains true today.



2. There is seldom an issue with non-residential vehicles causing an obstruction in Highbury Street. On the infrequent occasions that it happens, the residents have amicably resolved it.

3. My understanding is that this proposal is due to non-Highbury Street residents raising an issue about the owner of an address parking on a dropped kerb. If this is so, may I suggest that the owner is asked officially to stop parking across it. Only if this is ignored, perhaps a more permanent solution would be to reinstate the pavement. The kerb was originally dropped as access to a garage that no longer exists.

I spoke with the owner, and they were surprised to learn that they might be the cause of the problem. No-one had knocked on their door, left a note on their vehicle or spoken with them. They said that, rather than continue to be the cause, they would buy a residents' permit and park elsewhere. Incidentally, the property was marketed and sold on the strength of having its own parking space outside!

Given these objections, I hope that the council decides upon a more nuanced approach. May I also suggest that a wheelchair-friendly dropped kerb should be created on the SW corner of the pavement. At the moment there is a hard drop onto the loading bay area at the back of the pub.

5. Resident, Highbury Street

I'm writing to strongly object to the introduction of yellow and white markings in Highbury street . This will ruin the appearance of this lovely street being one of the few cobbled areas in Portsmouth and must be kept in the way intended . There is absolutely no need for defacing a beautiful road . All of us who live in this street abide by the rules and non residents never park here therefore no need for markings so please save the yellow paint for a road that needs it

I've lived here for many years and this road is one of the oldest in Portsmouth and has managed without markings for 100s of years so it can survive for 100s more

6. Resident, Lombard Street

With reference to the above, I am appalled that time and money should be given to such a proposal. This, to provide 1x parking space in an ancient cobbled street in Portsmouth. This would involve painting yellow and white signs on the cobbles, and putting up relevant signage.

I pay a great deal of money each year in the form of council tax, this for the council to look after this great city of ours.

That anyone should have the audacity to consider such a scheme is beyond comprehension. Surely, particularly at a time when not only our city but the rest of the world is suffering such trauma there must be better ways for our council to care and protect its citizens.

7. Resident, Old Portsmouth

I write to lodge an Objection to the Proposed Traffic Order(TRO86/2020) for the introduction of a Resident Parking Space in Highbury Street.

Quite apart from the fact that this is one of the few remaining cobbled streets in the City - and of 'heritage' interest within a Conservation Area, this part of the Street is a Cul-de-sac and should never be blocked or part-blocked by parked vehicles.



As it is, the road is frequently blocked by delivery vans and lorries - but these are generally doing deliveries as they are entitled to. Sadly many of the larger vehicles drive over the pavements and have cracked many/most of the 'heritage' paving stones. The installation of a single parking bay at this end of the street will look like (and doubtless become) a 'personal' parking space for the frontage it serves. None of the other local residents enjoy this rather special privilege - and it should not be granted in this case.

Many of us local residents walk routinely down the cobbles in any case - especially when encouraged to 'keep our distance' from others.

This end of Highbury Street should be a 'No Parking' street (Deliveries Only).

Those few residents who have garages or parking spaces fronting onto the street should be expected to park in those garages and/or spaces. Persistent offenders should be ticketed accordingly.

8. Resident, St Thomas's Street

I am writing to register my objection to the above proposed Traffic Regulation Order.

The proposal is in a conservation area which is one of the very few heritage areas that remain in the city. The painting of double yellow lines and associated signage would severely affect the heritage aspect of this conservation area in Highbury Street and would undermine what is now a unique cobbled street in the heart of Old Portsmouth.

9. Resident, St Thomas's Street

Following our our phone conversation the other day, could you just remind me of the reason/justification for the proposed designated parking space at the end of Highbury Street.

I may be wrong but the photograph of the 4-wheel vehicle must be pretty old, as in recent times I have only ever seen a different vehicle parked there. It's quite likely that the resident no longer owns it.

We wish to formally object to the above TRO.

The Old Portsmouth conservation area is the most highly regarded one in the city and it makes a significant contribution to Portsmouth's tourism economy. It is greatly admired and enjoyed by visitors and residents alike. The section of Highbury Street in question is one of the few completely cobbled roads still left in the entire city, retaining as it does the feel and atmosphere of the Old Portsmouth that once existed.

The introduction of parking restrictions would result in the painting of double yellow lines and parking space white lines, plus the associated signage, thus completely destroying the street's heritage appearance.

I understand that the proposal originated from concern expressed many months ago by a local resident drawing attention to the fact that at that time pedestrians regularly had to step on to the cobbles to walk round a vehicle that protruded beyond the curtilage of the property where it was parked. The vehicle no longer parks there and has not done so in recent times.

Please do not implement TRO 86/2020. Thus ensuring that this location in the Old Portsmouth Conservation Area retains its heritage appearance.



10. Resident, Blount Road

I am writing to object to the above order, as I feel it would be detrimental to the conservation area of Old Portsmouth, which is much valued by residents and visitors alike.

I often walk along Highbury Street and do not feel this order is necessary.

I feel adding lines to the cobbles would take away the charm and ambience of the street.

Support

11. Friends of Old Portsmouth Association Committee Representative

I was sent a message via our ward councillor that the changes to introduce a new parking bay and confirm the at any time restrictions in Highbury street which are being advertised.

I can't find it on the PCC web site but could I, on behalf of the Friends of Old Portsmouth Association (FOOPA) Committee, register our support for the council's proposal.

This will formalise the current parking and provide an opportunity to resolve the long running issue of footway parking, which has restricted the use of the footway to passing pedestrians. In particular, for those with mobility problems.

12. Resident, High Street

I am writing in support of the above TRO.

My vested interest in Highbury Street is as a pedestrian using this route every day. Use of this narrow street by vehicles in recent years has become increasingly and persistently hap-hazard. My experience of walking down this narrow lane daily is usually marred by having to step off the pavement onto the cobbled road in order to dodge vehicles blocking or obstructing the footways.

The problem with the situation as it exists today is that it gives the public no due process or recourse to challenge vehicle parking where it creates hazards for pedestrians.

Therefore I welcome the implementation of Public Highways road markings so that I and others are able to exercise our rights as road users and tax payers to be able to use the pavements safely.

This route is on the desire line for St Jude's School and the Grammar School. I regularly see parents with buggies and/or kids with toy scooters attempting to navigate these pavements with difficulty, mornings and afternoons. The same applies to elderly pedestrians and those with mobility scooters.

Lastly, I understand that a few residents may have raised conservation concerns over the use of Highways markings/signage on cobbles in Old Portsmouth, however there is plenty of evidence of their use on cobbles elsewhere in the neighbourhood. The installation of non-highway 'furniture' in the form of Appy Parking Sensors fixed to the cobbles in Grand Parade was also permitted by the Council.

13. Resident, Peacock Lane

I am writing in response to TRO 86-2020. The notice invites members of the public who oppose the TRO to register their objections. Although there is no mention of PCC



inviting members of the public to register their support for the TRO, I am taking the opportunity to do so. My reasons to support the measure are:

1. Need to maintain pedestrian and disabled access. It is essential that authorised users of the footway have access. This is explicit in the Highway code Rule 244 You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

There are no signs in Highbury Street permitting parking on the pavement. Close inspection shows vestiges of double yellow lines (DYL) in that section of Highbury St. Unless PCC published a TRO in previous years authorising the removal of those lines, it is safe to assume that the parking restriction is still in force.

I attach two photographs that illustrate how the owner has parked the vehicle with apparent disregard for the needs of legitimate users of the pavement. It is unacceptable to force those users to divert into the road merely to accommodate the convenience of drivers.

2. Encroachment on public space. The Highbury Street property has a dropped kerb and a small parking space. It is legitimate for the residents to drive their vehicle over the dropped kerb and park in front of their property provided that the vehicle is entirely within the private land. It is unreasonable for a resident to purchase a vehicle larger than the parking space and encroach on public space.

3. Depriving PCC of funds. The sensible outcome is for the resident to apply for resident parking permit(s) to park their vehicle(s) in authorised spaces in nearby roads. This would provide much needed revenue for the PCC that is hampered by budget cuts from central government and the extra costs of managing the coronavirus pandemic

4. Conservation. It has been mentioned that renewing the DYL on the cobbles in Highbury Street would be counter to the quality of the Old Portsmouth conservation area. I disagree. There are DYL painted on cobbles elsewhere in OP: Grand Parade, Battery Row, a small section of Penny Street (southern section), Broad Street leading to Point and in Bath Square. All these roads have (in my subjective view) more heritage character than Highbury Street.

5. Need to avoid setting a precedent. There is an underlying problem with too many cars in Portsmouth. The average increase over the last decade is ~2000 vehicles each year (see <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>). There isn't enough road space on the island to accommodate all of them. Pavement parking is a growing problem and every time a driver parks without penalty on the footway it creates the double disadvantage of discouraging walking by making inroads into pedestrian space and setting a precedent to other car drivers that they too can park on pavements without sanction. Tolerating such behaviour undermines all the measures PCC is promoting to encourage a reduction in car use.



Finally, the proposal of a short duration parking bay at the SE end of Highbury Street is a worthwhile measure.

14. Resident, no address given

I am writing in support of the proposal to introduce double yellow lines in Highbury Street, Old Portsmouth for the following reasons:

DYL will prevent vehicles from blocking a public highway, i.e. the pavement, particularly outside a certain address. Cars have persistently been parked on the pavement in front of the property for at least the last 2 years. I have regularly struggled trying to get a wheelchair down Highbury Street as I have to get off the pavement, push along the cobbles on the road and then try to get back on the pavement once I have passed the obstructing vehicle. This is nigh on impossible and I am sure I am not the only one struggling.

The street gives direct access to St Judes primary school and is much used mornings and evenings 5 days a week by parents and children. I have watched parents attempting the same maneuver around obstructing cars with buggies and with much difficulty.

DYL will also put it in line with all other roads in the area where parking is restricted in some way and I understand DYL were historically in Highbury Street as there are still remnants of paint visible if you look closely.

As for the argument that DYLs should not be used in a conservation area on cobbles, then there is ample precedent for this, namely round Grand Parade, along Battery Row and in Broad St leading to Point. These roads are wider and far busier than Highbury Street and would therefore be deemed more offensive.

The Scottish Government have recently pledged to ban pavement parking if the party remains in power after the 2021 election and even our own government is considering the notion.

So please, can PCC insist that pavements are for safe passage and pedestrians, and not parking.

Unclear

15. Business, High Street

Thank you for the information regarding the parking bay and double yellow lines, I'm sure in the wisdom of our council this has become a necessity after having been here for years, My concern is that refuse trucks reverse down the road, commercial and domestic, and the delivery vehicle also use the rear of the Business to drop off supplies, so I not sure how this will affect those suppliers, the parking bay at the end of Highbury street, not sure what the purpose of that will achieve as the resident of the jack house Gallery, seems to have adopted that dead-end part of the road in full, as for the areas that have drop curbs that use the front standing area of there house to park a vehicle which encroaches on to the dropped curb resulting in pedestrians and wheelchair



mobility being restricted forcing them into the cobbled part of the road, before rejoin the pavement, so when does a yellow line become effective, and enforceable, when the vehicle is parked the road (Highbury street) or parked on the freestanding area of your property which encroaches on the dropped curb but doesn't cross the double yellow line? and due to the dropped curbs having been there for many years, why are they not getting right of access as one house has a garage the other house had a garage.

End of report