



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

**Date of meeting:** 18 March 2022

**Subject:** TRO 102B/2021: Proposed parking restrictions in various locations

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

**Report Author:** Kevin McKee, Parking Manager

**Wards affected:** Hilsea and Baffins

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1.** To consider the public response to the proposed parking restrictions in Althorpe Drive and Chasewater Avenue in Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 102/2021

Appendix B: Public views submitted

Appendix C: Confirmation of communications (statutory and non-statutory)

**2. Recommendations**

**In relation to the proposals promoted under TRO 102/2021, it is recommended that:**

- 2.1** The proposed 21m of No Waiting At Any Time double yellow lines in Althorpe Drive, is implemented;
- 2.2** In Chasewater Avenue the proposed extension to the operating times of the Loading Only Bay from 9am-11am to 9am-1pm is implemented;
- 2.3** In Chasewater Avenue the proposed reduction in the operating time of 30-min Limited Waiting from 11am-6pm to 1pm-6pm, is implemented;
- 2.4** It is noted that the remainder of TRO 102/2021 was brought into operation under TRO 102A/2021 at the end of January 2022, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TRO 102B/2021.



### **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 raised about locations across the city. TRO 102/2021 was formed of 13 such proposals.

### **4. Consultation and notification**

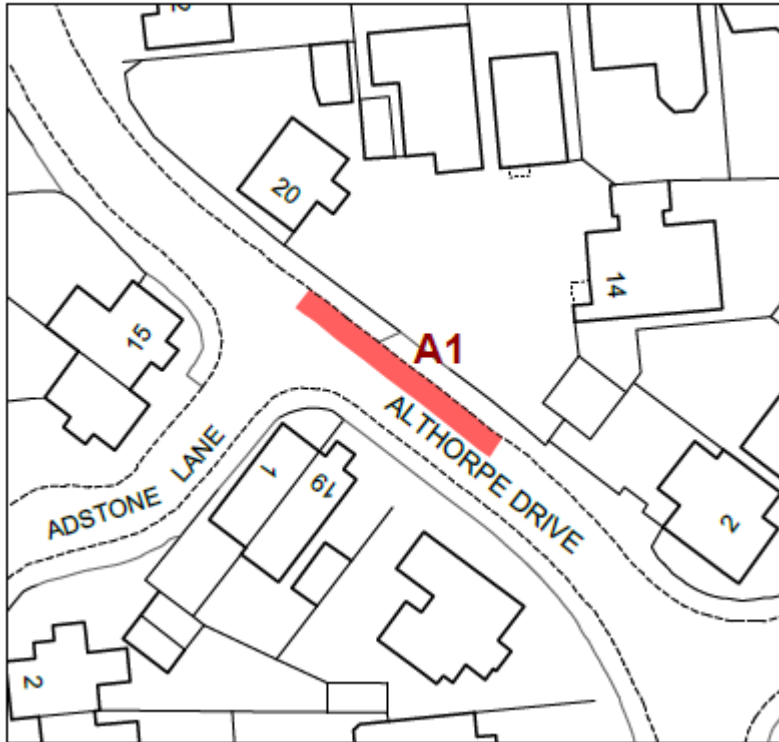
- 4.1 Statutory 21-day consultation and notification under TRO 102/2021 took place 16 September - 7 October 2021.
- 4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.
- 4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to adjacent residential properties to raise awareness.
- 4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

### **5. Consultation response**

- 5.1 Four representations were received overall. Two objections were received to the proposals for Chasewater Avenue and one for those in Althorpe Drive. There was also one representation supporting yellow lines in the area of Althorpe Drive and Adstone Lane.

### **6. Reasons for the recommendations**

- 6.1 Althorpe Drive:



**Key**

 NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

It is proposed to introduce 21m of No Waiting At Any Time (NWAAT) double yellow lines in front of Nos.14-20 Althorpe Drive. The proposal is to address concerns that were raised by a local resident about vehicles parking on the bends in Althorpe Drive around the driveway to 14-20 Althorpe Drive, in both a north-west and south-east direction. The driveway is the access point to the off street parking for a number of properties but does not have the bell mouth making visibility poor on exit.

- 6.1.2** The parking currently takes place close to the entrance and due to the bend of the road, drivers sight lines when exiting are significantly compromised. Equally any driver travelling along Althorpe Drive is at risk of encountering a vehicle exiting the driveway, with little warning. The proposed double yellow line will improved visibility would improve safety for those residents exiting and other motorists using Althorpe Drive alike.
- 6.1.3** An objection has been received from a resident of Althorpe Drive who is concerned at the increase in parking restrictions and the loss of on-street parking and maintains these restrictions push the problem to other places.
- 6.1.4** Additional double yellow lines are considered in Anchorage Park only when a particular road safety or traffic management issue is highlighted by either a resident, the emergency, public and delivery services and/or accident data. The sensitivity around any additional parking restriction is contentious and residents hold different, but equally strong, views on double yellow lines. In addition a representation from a resident of Althorpe Drive, conversely requested that the restrictions go further. This illustrates the difficulty in reaching the right balance to suit everyone.



- 6.1.5** Poor visibility of approaching traffic and emerging traffic when leaving the access road is a serious road safety issue and the only solution is to create improved visibility by restricting the parking in the vicinity of the access/exit. Most properties in the area of the proposed double yellow line have their own off street parking provision. It is therefore recommended that the proposed 21m of double yellow line is implemented.
- 6.2** Chasewater Avenue: The Co-op store at the junction of Tangier Road and Chasewater Avenue, is serviced with a 19-metre loading bay adjacent to the Co-op building. This is on the east side, south of Tangier Road. The location provides access to the rear of the shop and associated storeroom. The bay runs along the side of the store only and does not front any residential properties. Currently there is a 2-hours period from 9am-11am when the bay is reserved just for loading or unloading of goods vehicles. The area then becomes available for parking with a 30-minute limited waiting from 11am - 6pm. This provides visitors with a 30-minute parking opportunity for visiting the Co-op and shops on Tangier Road and later on, unrestricted parking which can be used by residents from 6pm - 9am.
- 6.2.1** The 2-hour loading/unloading opportunity is a narrow window for deliveries. Often delivery vehicles have a route involving many stops and traffic problems and other issues can making planning difficult. A shop selling a range of food stuffs and other goods can have a number of different deliveries from different suppliers.
- 6.2.2** If a delivery is delayed and does not arrive in the 2-hour loading period then the bay can used by cars visiting the shops and the lorry will then have problem find a space to unload and this can cause considerable traffic problems. There have been a number of such issues in this area and on one occasion the police have been called.
- 6.2.3** It should be noted that deliveries are regarded as an essential activity required by businesses. There are no restrictions restraining times at which deliveries can be made but the loading provision is intended to make space for lorries to be unloaded without impacting on the other traffic. The proposed extension to the period allowed for the deliveries will support the loading/unloading operation and provide a greater likelihood of space in the appropriate bay being available.
- 6.2.4** The 30-minute limited waiting period of 1pm-6pm in the bay, will still provide a convenient short stay parking option for customers of the Co-op and other businesses in the area. In the evening when residential parking is most needed the bay reverts to being unrestricted, allowing for additional overnight parking, between 6pm and 9am.



**7. Integrated Impact Assessment**

7.1 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.

**8. Legal Implications**

8.1 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:

securing the expeditious movement of traffic on the authority's road network; and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

8.2 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.

8.3 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 objections received from the public and/or the statutory consultees during the consultation period.

**9. Director of Finance's comments**

9.1 The financial implications of approving the recommendations in this report are limited to around £400 and will be met from the On Street Parking budget.

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Signed by:  
Tristan Samuels  
Director of Regeneration

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
4 emails/letters in response to the published proposals under TRO 102/2021	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report; anonymised)

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

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

**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS) (NO. 102B) ORDER 2021**

Notice is hereby given that the Portsmouth City Council made the above Order under sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, of all other enabling powers, and in accordance with Parts III and IV of Schedule 9 to the Act. The Order comes into operation on DATE, to effect:

**A) NO WAITING AT ANY TIME** (double yellow lines; measurements exclude footway width)

**1. Althorpe Drive**

North-east side, a 7m length in front of the access to Nos. 14-20, just south of Adstone Lane junction, and extending 7m north-west and 7m south-east of the entrance

**B) EXTENSION TO OPERATING TIMES OF LOADING ONLY BAY FROM 9AM-11AM TO: 9AM-1PM**

**1. Chasewater Avenue**

East side, the 19m bay south of Tangier Road, adjacent to the Co-op store

**C) REDUCE OPERATING TIME OF 30-MIN LIMITED WAITING BAY FROM 11AM-6PM TO: 1PM-6PM**

**1. Chasewater Avenue**

East side, the 19m bay south of Tangier Road, adjacent to the Co-op store

A copy of the Order is available to view on Portsmouth City Council's website - visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2021'.

If you wish to question the validity of the Order, or any provision contained within it, on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any of the requirements of that Act, or any instrument made under it, has not been complied with in relation to the Order, you may within 6 weeks from MADE DATE apply to the High Court for this purpose.

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



Objection to proposal A) 1. Althorpe Drive

1. Resident, Althorpe Drive

I wish to express concern that installing more double yellow lines in Althorpe Drive will create further parking safety problems in other positions along Althorpe Drive or on other roads in Anchorage Park.

This will be at least the third occasion that parking controls have been attempted within a short distance of our property.

There is obviously an increase in parking issues within Anchorage Park and instead of dealing with these individual issues as they arise, Portsmouth City Council should look into the parking situation throughout the estate of Anchorage Park and avoid continuing to push any parking problem from one position to another.

Suggestion to extend proposal A) 1. Althorpe Drive

2. Resident, Althorpe Drive

I am glad that you are putting yellow lines at the junction of Adstone Lane, both sides. There has been inconsiderate parking on bends and this is extremely dangerous with an accident waiting to happen. Could the yellow lines be continued right the way down to Foxley Drive T junction as this area also causes problems, another bend. There is no pavement on the east side. We have had a few accidents at Foxley junction over the last few years.

Objection to proposal E) 1. Chasewater Avenue

3. Resident, Chasewater Avenue

Hi I would like to express my opinion on extending the parking restrictions in the co-op waiting bay at the end of Chasewater avenue whilst I understand the co-op need to get there food to the store Chasewater avenue is already a very congested road and even using the current parking allowance always causes traffic problems with there large lorries quite often completely block the road. The lorries already have to dangerously reverse into this bay from Tangiers rd which is entering a one way street the wrong way if I was seen doing this in my car it would probably be deemed as a traffic offence so as a resident of Chasewater Avenue I strongly object to this proposal

4. Resident, Chasewater Avenue

I am writing in response to the plans to extend the times that the co-op, Tangier Road can load (un).

In our opinion this will make matters worse as the road can at times be really busy between 9-11 as many drivers use our road as a cut through. This will be made even worse if the hours are extended until 1pm!

Even when the co-op lorries are correctly parked in the loading bays the problem exists where cars continually park on the opposite side of the road where there is no parking from 8am til 6pm thus creating issues with cars/lorries trying to get between the two, causing the cars not to flow through the road and the traffic to pile up outside our houses.

We have sometimes been unable to go out in our car because we cannot get out of the parking space caused by the queue of traffic. We have counted 12 cars at most queuing up.





# Portsmouth

CITY COUNCIL

If there was ever an emergency vehicle that needed to get through the road, well this just wouldn't happen!