

**Title of meeting:** Cabinet Member for Transport Cabinet Decision meeting

**Date of meeting:** 14 September 2023

**Subject:** TRO 24/2022 - Various Parking Restrictions

**Report by:** Kerri Farnsworth, Interim Director of Regeneration

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

**Wards affected:** Cosham, Fratton and Central Southsea

**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 a number of locations in Portsmouth.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 24/2022

Appendix B: Public views submitted.

**2. Recommendations**

**It is recommended to the Cabinet Member for Transport that:**

- 2.1** The proposed loading restriction in Cosham Park Avenue is not implemented.
- 2.2** The proposed E-Scooter parking in Frensham Road is implemented.
- 2.3** The proposed E-Scooter parking in New Road is implemented.
- 2.4** It is noted that the remainder of TRO 24/2022 was brought into operation under TRO 24a/2022 on 4 September 2023, due to no objections being received to those proposals with the following exceptions:
- (a) the proposal for double yellow lines on Fawcett Road was withdrawn
  - (b) the proposed E-scooter parking Francis Avenue and Baffins Road were withdrawn in the light of comments made.



**(c) the proposal for an electric charging bay on Harley Road was withdrawn due to objections.**

**(d)The proposal to remove the parking bay in Cranbourne Road to allow room for a drop kerb was modified to reduce the bay in size and the objection was withdrawn.**

**Any proposals approved following this report will be brought into operation under TRO 24b/2022.**

### **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 24/2022 was formed of 15 such proposals.

3.2 Parking congestion has continued to increase in most parts of the city. This has led to some drivers parking in places they would not have considered previously, such as on bends or within road junctions. With lockdown restrictions eased, parking in some of the less suitable locations has either become normal practice, or the road safety issues would reoccur if motorists chose to park there again in future. Therefore, it has been necessary to consider new parking restrictions in some locations.

#### **Cosham Park Avenue**

3.3 A resident of Cosham Park Avenue expressed concern about vehicles parking and unloading in the turning head at the end of the road. There are currently double yellow lines in the turning head, and these are enforced both by regular patrols and when complaints are received. The yellow lines do permit vehicles to stop to load or unload and for blue badge holders to park for up to three hours.

3.4 The parking and unloading is considered to be associated with the doctor's surgery and pharmacy which can be accessed from Cosham Park Avenue and has a car park. To reduce the problem in the turning head a loading restriction was proposed between 7am and 7pm Monday to Friday the times the surgery was open. The building, housing the surgery and pharmacy has its own car park.

3.5 In response to the proposal three objections were received and one letter of support. The objectors did not feel there was a significant issue cause by vehicles stopping and were concerned that the proposed restriction may interfere with the pharmacy and surgery receiving deliveries and that the activity may be displaced.

3.6 Neither the pharmacy or the surgery responded to the consultation and have been contacted separately, prior to finalising this report. No response has been received.



- 3.7 In view of the comments from the objectors it is recommended not to introduce the loading ban but to continue to enforce the double yellow line restriction. It should be noted that if the Council did want to implement the loading restriction, the matter would need to be considered by a public enquiry.

**Rental e-scooter parking**

- 3.8 The objection received in response to proposed e-scooter rental parking was a general objection to the e-scooter rental trial rather than the sites advertised in this traffic order. In response to the main concern raised, it should be noted that the council does not fund the e-scooter rental trial. Project costs associated with the development and running of the project are met by Solent Transport, in accordance with the funding allocated to the trial by the Department for Transport as part of the Future Transport Zone (FTZ) programme. Solent Transport also fund a Project Manager dedicated to Portsmouth who is coordinating the scheme. All other costs associated with running the service are met by the operator, Voi.
- 3.9 There were no objections to the remaining two sites advertised, Frensham Road and New Road, and it is recommended to proceed to installation at these sites.

**3. Consultation and notification**

- 4.1 The statutory consultation (publication of a Notice of Intent) is a legal obligation and is an opportunity for anyone affected by the proposed restrictions to give their views and to indicate if they support or object to the proposals. Each response is considered on its own merits, and any questions are answered.
- 4.2 The Notice of Intent was published in the Portsmouth News and on the Council's website. Notices were also erected on street furniture in the vicinity of the proposed restrictions, and a copy of the Notice was posted on all affected streets.
- 4.3 A redacted copy of objections is shown in Appendix B.

**5. Reasons for recommendations**

- 5.1 In view of the objections from residents in Cosham Park Avenue saying that they do not consider there is a significant problem we believe that the imposition of a loading restriction would be disproportionate.
- 5.2 It is recommended that the E-scooter bays are implemented to further support this scheme.

**6. Integrated impact assessment**

- 6.1 This report has undergone a preliminary Integrated Impact Assessment (IIA).



- 6.2 A full IIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

## **7. Legal implications**

- 7.1 It is the duty of a local authority to manage their 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 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.
- 7.6 If the effect of the order is to prohibit the loading and unloading of vehicles on a road on any day of the week:
- a) at all times;
  - b) before 7.00am;
  - c) between 10.00am and 4.00pm; or
  - d) after 7.00pm

and an objection has been made and not withdrawn a public inquiry must be held before the order is made.

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

8.1 There are no direct financial implications from the recommendations in this report to the cash limited budgets.

8.2 The cost relating to the E-Scooters will be met by the Future Transport Zone project funded by the Department for Transport.

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Signed by:

**Appendices:**

Appendix A: public proposal notice for TRO 24/2022

Appendix B: public views submitted (redacted)

**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

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

.....  
Signed by:

## Appendix A

### The Portsmouth City Council (Various Roads) (Waiting Restriction Amendments) (No.24) Order 2022

30 June 2022: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect would be as follows:

1. To introduce no waiting at any time restrictions in the following lengths of road:
  - a) **Bourne Road**, *south side*, From 47m west of its junction with Marsden Road, westwards for 31m; *North side*, From 7m west of its junction with Marsden Road, westwards for 67m
  - b) **Crofton Road (north end)**, *east side*, Across the entire extent of both buildouts adjacent to the College Park Infant School and Lyndhurst Junior School
  - c) **Fawcett Road**, *west side*, From 14m north of its junction with Albert Road, northwards for 6m
  - d) **Green Lane**, *south side*, From 6m west of the eastern closed end, westwards for 8m
  - e) **Moorings Way**, *south side*, across the dropped kerb of 80 and 82 Moorings Way; *north side*, Across the cycle track opposite 80 and 82 Moorings Ways
2. To introduce E-Scooter parking in the following lengths of road:
  - a) **Baffins Road**, *east side*, for 3m outside of property number 16
  - b) **Frensham Road**, *north-eastern closed*, for 5m in place of no waiting at any time restrictions
  - c) **Francis Avenue**, *north-eastern side*, for 5m in place of unrestricted parking bays, opposite Orchard Road
  - d) **New Road**, *south side*, for 5m in place of unrestricted parking bays outside of the Cooperative
3. To introduce an electric vehicle parking bay (minimum 5 metre length) outside number **80 Hartley Road**
4. To introduce Pay and Display Parking, 8am - 6pm in **Fratton Road**, *west side*, outside Royal Palki, for the entire unrestricted length.
5. To change the Limited Waiting Parking Bays in **Bourne Road** to 1 Hour Limited Waiting, No Return within 2 Hours, Monday to Saturday, 9am - 5pm
6. To introduce No Loading, Mon to Fri, 7am - 7pm in **Cosham Park Avenue**, *Eastern closed End*, From 92m east of its junction with High Street, eastwards to and including the eastern closed end
7. To remove the permit parking (BC Zone), Mon to Fri, 6am - 6pm, in **Cranborne Road**, *south side*, outside of properties 22 and 24.

Copies of the draft Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 24/2022 within 21 days of the date of this Notice (i.e. by **21 July 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)  
Portsmouth City Council

## Appendix B

### **Support to No Loading Mon to Fri 7am - 7pm proposals in Cosham Park Avenue under TRO 24/2022**

#### **1. Resident, Cosham Park Avenue**

We are writing in support of the introduction of No Loading Mon to Fri 7 am – 7 pm in Cosham Park Avenue.

We attach a few photographs in support of this action. (Due to file size). Should you require further evidence in order to pass this action, we will happily provide it. If any objections to this action are received, we would be very grateful to be given the opportunity to speak virtually to your meeting, in support of this action and can speak on behalf of many of the local residents.

Our reasons for supporting the introduction of No Loading are as follows.

- Health and safety of members of the public and local residents. There have been several accidents and near misses caused in large part by many vehicles which park on the double yellow lines in the hammer head section of the road, some illegally and some to offload. This makes accessing the site to the East of the hammerhead very dangerous, as illustrated by some of the images attached. In the photo you can see a blind person and their child having to walk in the way of moving traffic to negotiate around two vehicles which are parked on the yellow lines and loading / offloading.
- The other set of photos attached show one of the accidents which occurred in the area. The small white van parked on the double yellow lines was offloading and then reversed backwards and into the black car in the photograph. Fortunately, the elderly pedestrian in the photograph was unharmed.
- An elderly lady was run over and killed in the high street just at the end of Cosham Park Avenue, this was very traumatic for local residents. We feel it is only a matter of time before another such incident occurs, this time actually in Cosham Park Avenue if action is not taken.
- Cosham Park Avenue is a short dead-end Road with just twelve houses in it, but it is extremely busy from both a pedestrian and vehicle perspective. The pollution in the Road is terrible, several of the residents have chest conditions and some of the young neighbours have developed asthma since moving in. Many vehicles park on the double yellow lines, to load and offload and leave their engines running adding to the pollution. The pollution is visible on the houses. Cosham Park House itself was ice blasted recently, removing the dirt and pollution and now the bricks look very different and can be seen to be a yellow colour.



**Support to No Loading Mon to Fri 7am - 7pm proposals in Cosham Park Avenue under TRO 24/2022**

- We can see no logical reason as to why this action should not be passed. There is on road parking in the Avenue, to enable goods to be offloaded to local resident's houses and the site at the East end of the Avenue has it's own carpark which can be used for loading and offloading here. Due to the dead-end nature of the road and the fact both sides of the hammerhead are frequently blocked by vehicles parked / idling on the double yellow lines, this makes access for any emergency vehicles difficult. The carpark at the end is large enough to have ambulance vehicles and large scaffold vans access it.

We would welcome attending your meeting virtually, should you require further evidence to support passing this proposal.

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

**1. Resident, Cosham Park Avenue**

We are writing to you with regards to The Traffic Regulation Order 2022 with particular concerns of the 'No loading Mon to Fri 7am to 7pm' on Cosham Park Avenue's Eastern End.

We are wondering as to why this has suddenly come about and whether the potential impact of this has been fully considered?

To be clear, we are fully AGAINST this proposal as we believe it will do more harm than good.

Firstly, when we bought our house over █ years ago now, we were already aware of the possible impact of living next door to Portsdown Group Practice and the accompanying pharmacy. We have never once had any issues with either the doctor's surgery nor the pharmacy and believe we have a great relationship with the man who takes care of the grounds.

It is a regular thing to have medical supplies vans, ambulances and prescription delivery drivers park up and wait / deliver / collect whatever it is they need. All of the people we have had contact with are very thoughtful with where they stop and as it is usually for such a short period of time, it is absolutely no bother at all.

Have you considered where these vans are to park up and wait or unload? On the high Street? There is never any parking. It is also a fair distance. Would the vans cause potential for crime such as knowing where medical vans park and attempting to gain access whilst being parked further away from the driver? In the surgery car park? The car park is so small and is always full from early morning, not to mention it is an incredibly tight car park and we can barely get our

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

family car through there some days. How do you propose a transit or sprinter type van navigating the car park? We believe this to be more dangerous in actual fact. We have ■ children (■■■■ years old) and we feel having large vans clogging up the car park would be more hazardous for them. The car park is also a route we have seen many children taking to and from school. It would further increase congestion in the road and there is potential for an increase in pedestrian accidents. Taking away the possibility to load and unload causes increased congestion and greater pressure on the car park. We've seen huge vans have to reverse out in what can only be described as a twenty point turn when they discovered they couldn't actually travel through the car park! What about if an ambulance needed to collect a patient or another resource? Do you suggest they wait in a space in the high Street? How undignified for a patient to be wheeled down the road whilst suffering medically!

We note that the times of this proposed order are the EXACT time of the opening of the surgery and pharmacy. How do you then suggest they receive their medical supplies? They do not open on the weekends.

Ultimately this order will give less opportunities for vans to quickly stop, will cause greater pressure on parking spaces both in Cosham Park Avenue, the car park and the High Street and will actually add danger to pedestrians.

The way this will affect our own household will be our dog food, coffee order and shop orders will no longer be able to stop and drop to us during these times. We are also both keyworkers, my husband is in fact a shift worker. We have to heavily rely on family to support our childcare needs which includes picking up our children from school / nursery and dropping them off at our home when we get home late. Will they now be expected to park and walk our (usually extremely tired) children back to our house from a much further distance late in the evening? As a family, we have ■■ cars and a ■ car driveway. We always use our driveway where possible. I do NOT think it is appropriate or acceptable to force my tired children to walk from further away than needed due to this proposed order of no loading.

**2. Resident of Cosham Park Avenue**

please can you send me the statement of reasons and map for this proposal as having searched your website and spoken to a member of your parking team who also was unable to find anything relating to this order online.

I have lived here for ■ years and although the occasional lorry does block the road I am concerned that banning unloading would restrict the supply of vital goods to both the Pharmacy and Doctors surgery which are closed outside of the proposed hours of 7am to 7 pm. Neither of these two businesses open on a Saturday or Sunday and most of the smaller vans do try to enter into the parking area alongside their front doors.

**Objection to No Loading Mon to Fri 7am - pm proposals in Cosham Park Avenue under TRO 24/2022**

Can I ask if you have made an actual site visit or just viewed this on Google maps as the entrance is restricted by the Doctors surgery which is a listed building and a large lorry would have difficulty turning into and out of the entrance.

May I suggest you have a brief conversation with [REDACTED] ( highways management ) who I'm sure can enlighten you of a resident of this road who has a problem with any vehicle that tries to offload goods by stopping briefly in the turning area.

I've also spoken to the two residents next to the entrance and other neighbours who appreciate the occasional vehicle can cause a nuisance but feel this order is unnecessary.

**3. Resident of Cosham Park Avenue**

PLEASE rethink loading restrictions, although it may cause us minor inconvenience. The chemist & doctors we live next door to must have their supplies, or the inconvenience for local residents could be far worse. As we use a different GP ,this is not a self serving observation. Thank you

**Objection to E-Scooter Proposals**

I'd like to object to all plans regarding the e-scooter lanes on the basis that it only supports a private companies' profits (Voi) and not the people of Portsmouth.

The local Council should not be funding a programme that is only going to benefit a private company (Voi) profit margin, especially when no one in Portsmouth has voted for our funding and resources to be used to provide e-scooter lanes. I'm shocked that Portsmouth City Council have the resources to support this whilst they cannot get permit parking sorted in Fratton.

I'm sure someone from the Council is going to come back with a comment saying we are planning for the future, when private e-scooters are no longer illegal. Nevertheless, how about instead of planning for a future that aims to support a private company's profit margin, you do right by the people of Portsmouth and sort the parking issues that we have voted on!