

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

**Date of meeting:** 20 March 2024

**Subject:** TRO 148/2023- Various Roads Waiting Restrictions

**Report by:** Felicity Tidbury, Assistant Director for Economy, Planning and Transport

**Report author:** Aleksandra Malvern, Technical Transport Planner

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** St Jude's Ward and Eastney & Craneswater Ward

**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 two locations in Portsmouth, and to determine whether or not the proposals should be brought into effect.
- 1.2** In this report, TRO means Traffic Regulation Order.
- 1.3** Appendix 1: The public proposal notice for TRO 148/2023  
Appendix 2: Kimberley Road - Public views submitted.  
Appendix 3: Campbell Road - Public views submitted  
Appendix 4: Site Plans for Kimberley Road and Campbell Road  
Appendix 5: TRO 148 2023 - Various Roads - Integrated Impact Assessment

**2. Recommendations**

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

- 2.1** The proposed reduction of 2 metres length of the parking bay in Kimberley Road (MG Parking zone) in order to install a dropped kerb is approved;
- 2.2** The proposed removal of 5 metres of parking bay in Campbell Road (MD Parking zone) in order to install a dropped kerb is approved;



2.3 It is noted that the remainder of TRO 148/2023 is being brought into operation under TRO 148A/2023 and is in the process of being implemented.

2.4 Any proposals approved following this report will be brought into operation under TRO 148B/2023.

### 3. Background

3.1 When residents apply for dropped kerbs in permit parking zones, Portsmouth City Council's (PCC) policy has been to permit the dropped kerb only if the parking bay in front of the dropped kerb is first removed. This enables PCC Civil Enforcement Officers to issue a penalty charge notice (at the resident's request) to any vehicle obstructing the dropped kerb. CEOs are not able to enforce against obstructed dropped kerbs within marked parking bays.

3.2 PCC's policy is that applications for dropped kerbs would generally be granted provided there is no net loss of parking space.

3.3 A TRO to introduce waiting and parking restrictions on various roads in the city was advertised on 24.11.2024. A copy of the Notice of Intent can be found in Appendix 1. One objection was received to the proposal to remove a parking space in Kimberley Road and four objections to the proposed removal of a parking space in Campbell Road. Several emails to support the proposal in Campbell Road were also received. One statement of support is received for 65 Festing Grove (Kimberley Road entrance).

3.4 In both cases the objections were on the basis that the removal of parking spaces would make it more difficult for residents to find parking spaces in the vicinity. The representations can be found in full in Appendices 3 and 4 (personal details redacted).

### 4. Reasons for recommendations

4.1 **Campbell Road** - it is recommended to remove 5 metres of parking bay on Campbell Road outside property number 56 in order to allow for the installation of a dropped kerb. Despite the removal of on-street parking space for one vehicle, the provision of off-street parking would accommodate one vehicle; there will be no net loss of parking space. The site where the dropped kerb needs to be installed is not close to any traffic lights, bend or junction and will not obstruct road users' visibility.

4.2 **Kimberley Road** - it is recommended to remove 2 metres of parking bay on Kimberley Road outside property number 65 Festing Grove. This will allow the dropped kerb to be extended to enable a vehicle to park off-street; there will be no net loss of parking space.



**5. Integrated impact assessment**

- 5.1** This report has undergone a Integrated Impact Assessment (IIA). There are no negative impacts associated with the proposal to introduce a traffic regulation orders
- 5.2** There is disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

**6. Legal implications**

- 6.1** The council, as traffic authority for the City of Portsmouth, may by Order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places. It may also provide off-street parking places on similar terms.
- 6.2** In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- (a) the need for maintaining the free flow of traffic
  - (b) the need for maintaining reasonable access to premises and
  - (c) the extent to which off-street parking accommodation is available in the neighbourhood
- 6.3** A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order and may charge for such parking as prescribed under section 46.
- 6.4** Such Orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.
- 6.5** The local authority may modify an order before it is made, whether in consequence of any objection or otherwise. If in the opinion of the local authority the modifications make substantial changes to the order the authority should notify any persons likely to be affected by the modifications and give such persons an opportunity to make representations which should be considered before the order is made.
- 6.6** A proposed traffic order must be advertised, and the statutory consultees notified and given a 3-week period (21 days) in which to register any 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 any comments received from the public and/or the statutory consultees during the consultation period

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

**7.1** All costs associated with the recommendations in this report are covered under the On Street Parking budget.

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Signed by:

**Appendices:**

**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:

<b>Title of document</b>	<b>Location</b>
Appendix 1 - TRO 148/2023 - NOI	Page 5 within this report
Appendix 2 - Kimberley Road Representation	Page 7 within this report
Appendix 3 - Campbell Road Representation	Page 8 within this report
Appendix 4 - Site Plans	Page 12 within this report
Appendix 5 - TRO 148 2023 - Various Roads - Integrated Impact Assessment	

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

## APPENDIX 1

### THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO. 148) ORDER 2023

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effects of the Order would be as follows:

1. To introduce no waiting at any time restrictions in the following lengths of road:

**GRANT ROAD** - *at the western end* at the turning circle

**WATERMEAD ROAD** - *both sides* at its junctions with Binnes Way

**GREENWOOD AVENUE** - *at its western end*, and its junction with north and south arm of Greenwood Avenue

2. To reduce waiting restrictions on the following lengths of road

**GLOUCESTER PLACE** - *east side*, from a point 37 metres north of its junction with King's Road in a northerly direction for a distance of 21 metres (a reduction of 8 metres)

3. To amend waiting restrictions including parking bays on the following lengths of road :

**GRANADA ROAD** - *north side*, from a point 8 metres west from the junction with St Helen's Parade to a point 44 metres west of that junction.

**WHITSTABLE ROAD** - *south side*, to remove parking bay outside Nos. 41 for the installation of a dropped kerb

**ST MATTHEWS ROAD** - *south side*, to remove parking bay outside Nos. 46 for the installation of a dropped kerb

**CRANBORNE ROAD** - *south side*, to reduce the length of parking bay outside No.50 for the installation of a dropped kerb

**LAWSON ROAD**- *north side*, to extend the parking bay near to property No.2

**LIVINGSTONE ROAD**- *south side* to reduce the length of parking bay outside No.6 for the installation of a dropped kerb

**WINTER ROAD** - *west side*, to make changes to the bus stop clearway and extend residents parking near to No.1

**KIMBERLEY ROAD** - *east side*, to reduce the length of parking bay near with the junction with Festing Grove (No.65) to accommodate a dropped kerb.

**MABLETHORPE ROAD** - *north side*, to remove the parking bay outside of No.35 and to install no waiting at any time restriction to the same extent.

**CAMPBELL ROAD** - *south side* to remove the parking bay outside No.56 for the installation of a dropped kerb

4. Copies of the draft Order, plans and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" 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.
5. 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 TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 148/2023 within 21 days of the date of this Notice (i.e. by **14 December 2023**) 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.

**24 November 2023**

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

## APPENDIX 2

### Kimberley Road Objections

#### Objection 1

I would like to object to the reduction of car parking space and the lowering of the kerb on the intersection of Kimberley Road and Festing Grove for the following reasons:

1. 65 Festing Grove already has a kerb lower on Kimberley Road which already reduces the number of car parking spaces.
2. There are already limited car parking spaces as several cars park there from other streets, so it would create additional congestion on Kimberley Road making even more difficult to park cars, especially as there is a nursing home there were additional visitors park to visit their relatives and the staff.
3. From a safety point of view, there is a dropped kerb adjacent for wheelchair access and pram access there would further create compromised viewing of a car coming around the corner.
4. There is also a postbox where people may be standing and it could lead to more accidents as cars do come into that junction very fast anyway. If there is now a second dropped kerb it would encourage the cars to speed through the junction.
5. It would be even more difficult for ambulances or other large vehicles to access the nursing home on the corner.

I really hope these objections are taken into consideration before creating further parking issues on Kimberley Road.

### Kimberley Road Statement of Support

#### Statement of support

We would be very grateful if you could take into consideration this statement when chairing the cabinet transport meeting. We were disappointed to hear that there had been an objection to the extension to our dropped kerb that accesses our garage whilst we fully take on board concerns that residents might have, we feel that this will not impact on parking in the area. The dropped kerb we have now to our entrance can cause issues if cars are parked line to line as we're unable to access our garage safely. The turning from Kimberley Rd. is narrow and if cars are parked end to end of the current white line markings, we're taking a risk every time we access our garage of hitting a parked vehicle or our car. To grant us the extra 1.5 metres to the existing markings would mean we could safely access our garage and take a car off the road. We're far enough away from the end of the road not to cause an issue when pulling out from our garage. This will not change the safety of pedestrians crossing, the road or walking on the pavement. Currently the bay can park three cars. This extension, if granted, will not take a space away from the current parking bay and three cars will still be able to park easily. We understand that Portsmouth City Council must keep parking and roads to a safe standard to pedestrians and drivers. Taking this into consideration, we do feel that by permitting us, the extension of 1.5 metres to the existing parking bay as granted by a committee of three senior Council officers working in the development control, highways maintenance and road safety on the 10th of March 2023 that this will not impact residents, drivers or pedestrians. It will just mean a safe point of access can be made from Kimberly Road to our garage. We fully appreciate your time in dealing with this matter. Thank you for reading our statement.

## APPENDIX 3

### Campbell Road Objections

**Objection 1**

We are writing about the proposal to install a drop kerb at No 55 Campbell Road. This is completely unfair as it is already difficult to park in this road. This situation is more difficult as we are on the border of two parking zones. In the past we have been told that no one can now have a drop kerb so why is this now being considered.

We strongly protest against this proposal.

**Objection 2**

We oppose the application for creating a drop kerb outside this property. The main reason for opposing this drop kerb is with regard to the current lack of parking opportunities in Campbell Road, and the fact that we already struggle to park on our block.

We are a family of 4, including two young children, and we live pretty much opposite this house. Due to the number of cars parked on the street it is rare to find a parking space on our block of Campbell Rd, and often have to park on Wilson rd, Lorne Rd, Livingstone Rd, Havelock Rd or Inglis Rd. This is not ideal when bringing home bags of shopping, or with our young children, especially in the colder, darker, wetter months. Losing another parking space to another approved drop kerb would make parking in our street even harder. In addition, the increased lack of parking would also be a big concern to prospective homebuyers if we come to sell our property.

Drop kerbs change the aesthetic of Campbell Rd which is a shame as the more we have of these the more it will lose its appeal as being one of the more handsome streets in Southsea.

In summary, all the residents that are unable to have a drop kerb due to TPOs in place, already suffer because of all the approved drop kerbs on the opposite side of the road. So to have more of these being approved on that side of the road does not appear fair.

**Objection 3**

Firstly I am unsure as to the change in this proposal from that of 22/01105 which I was of the opinion had already been accepted. I will however further outline my objection below;

This proposal seeks to remove a public parking space suitable for two small cars for the sole benefit of one property.

With Campbell Road sitting on the border between MC and MD zones, residents who already pay for permits are only able to park in a reduced area surrounding our properties. I struggle to comprehend how the council could consider removing further potential spaces whilst continuing to increase the cost of permits year on year.

Considering only the area of Campbell Road between Lawrence Road and Lorne Rd / Wilson Grove Junction, of the 43 properties (not taking into account those which are multi occupancy), there are already 14 dropped kerbs (32.5%). That is without considering the large bus stop which also reduces the capacity for car parking spaces. Approving further drop kerbs is setting a dangerous precedent for more residents to submit applications for dropped kerbs thus removing the overall aesthetic and heritage of the road.

Though the creating of a EV charging point (if this is still proposed) for the applicant is a positive from an environmental perspective, the council only recently installed a



public charging point in Campbell Rd (outside no.5/ 7) which removed a public parking space which from my observations is vastly underutilised. This applicant can make use of this charging point without the need to remove a parking space for current residents. Though this proposal would take two vehicles off the road, a trend regularly observed by those with the luxury of a dropped kerb / parking space is to find an on road space for themselves at a quieter time and saving driveway spaces for visitors. This makes the problem of finding a parking space even more difficult for residents.

It should also be noted that prior to any approval of this application, the existing boundary wall has already been demolished.

If this proposal is approved at the expensive of sounding reactionary I for one will no longer feel bound to abide by the conservation and TPO restrictions within Campbell Road and will take it that we as residents are free to do what we like with our properties and boundary walls.

#### **Objection 4**

Please accept this email as a strong objection to removing street parking on Campbell road outside Number 56, allowing the creation of off street parking for this property.

Our street is a boundary road between two parking zones which creates a squeeze on available parking spaces for residents in the MD area.

Along Campbell road there are already a great many dropped curbs which decrease on street parking already.

EV charging points are available city wide (though I know currently they are out of service, awaiting servicing) which individuals can use. If the city could remedy this, options for EV charging would be available for car owners.

It seems that the council are allowing a precedence to be set by permitting residents to demolish front gardens to allow off for personal off street parking which leads to a degradation of the the aesthetic appeal to our attractive and historic road.

Set within the Thomas Owen's conservation area I do not accept that this decision is to be permitted as it unfairly disadvantages a great many more people that is acceptable. The benefit of a few should not negatively impact an entire road of residents.

Individuals purchase properties in an area such as this to act as custodians and should respect the history and legacy of our local area.

It is privilege to purchase a property in an area like ours and I feel let down by the city council who appear to have no care for its residents. For a second car it costs £120 which is a huge amount of money to still not be able to park in a reasonable vicinity of our home.

I add to this that I expect to see an increase in double parking on our road which is a regular occurrence. This increases the risk to cyclists and pedestrians alike. How is it safe for children to have to peer out behind illegally parked/ waiting cars to cross a road on the way to school?

I wholeheartedly object to this application.

## Campbell Road Support

### Support 1

I am writing to support the above application for a dropped kerb. The application will allow further vehicles to visit the property as well as 2 cars on the driveway. Many other properties have a dropped kerb and cannot see why this application would cause any issues. Therefore I support this application.

### Support 2

We write in support of our application for a dropped kerb - reference number TRO148/2023. We have secured a planning application for two off road parking spaces and an EV charging point at the front of our house.

Currently there is a signpost and one public parking space outside of our house which would need to be removed. We believe this should be granted because the net effect on the whole street parking is to create two new spaces taking our two cars off of the street and by doing so losing one space on the street - the net effect we therefore believe improves the overall parking situation in the street for everyone as there is the net effect of one space gained on road.

In addition when we have visitors they will park across our cars in front of our house therefore not taking spaces on the road that they currently do.

Furthermore we will be able to switch to electric vehicles which allows us to contribute towards a cleaner environment for all. The nearest public charging point is outside number 7 Campbell Road and is hardly ever, or never available by the time we get home from work. There are insufficient charge points in the proximity of our house or place of work.

The addition of a white line in place of the parking space outside our house, which will join up the white lines across number 54 & 58 - will also support our neighbours - I attach some photos of a vehicle parking in the space on Friday 8/12/23 and you will see the front end of the vehicle is well over the white lines blocking in the first car parked off road at number 54. This frequently happens because people disregard the space markings and try to squeeze more than one car into the one space. This would be avoided if our white line was in place as there would be continual off road parking for numbers 54-58 inclusive. When cars are blocked in like this the residents tend to park on the road (taking up another space and not utilising their off road space ) because of these access problems.

Finally I attach the transport department's report that was included in our planning application that raises no objection to the off road parking, however we need the dropped kerb to access it safely. Please note the reference to the visibility splay drawings that we submitted - by granting the dropped kerb this would also improve the visibility splay for drivers as cars will be parked safely rather than how they are in the attached photos.

In conclusion, we would like to request that our application is granted because the net effect is a net reduction of cars trying to park on Campbell Road, which will contribute to improving the current lack of parking in the vicinity.

**Support 3**

I agree positively to the dropped curb on the basis this will allow access for retailers delivery medical services parking to avoid blocking access for through traffic. Also postal services can park their vans allowing them to do their rounds.

*Another email same resident:* It makes sense to approve TRO148/2023. As it takes 2 cars off the road allowing easier access for deliveries medical services and keeps through traffic on the move and surely there must be other properties that have been passed in the area allowing clear vision of junction turnings either either end of the road.

**Support 4**

I am writing in support of the above application for a dropped kerb.  
I am a Southsea resident myself and believe this application should be granted for the reasons below . The loss of a parking space on the road will be negated by the fact that two cars will be able to be parked off road, plus the provision of a further space for visitors across the front of the property. Campbell Road is already a congested area, so will help alleviate this problem

**Support 5**

We write to confirm our support of application ref: TRO148/2023, regarding a drop kerb.  
With the area being so congested at all times of the day and night, relieving the road of vehicles by allowing the home owner to be able to park on their land would be highly and gratefully received to all other users, allowing a better flow of traffic within the area and visitors to park safely. The view at the junction would also be enhanced by not having so many cars parked on the roadside, day and night, making the junction safer to the general public and to vehicles using the junction.

**Support 6**

I am writing in support of the above application for a dropped kerb.  
I am a regular visitor to the above address and feel very guilty (when parking is at such a premium in Southsea) that I have to take a resident of Campbell Road's potential car parking space.

Surely, the loss of one parking space on the road, by the grant of this application, will be outweighed by the fact the residents of the household can remove (at least) two cars from street parking. This could potentially be even more, if the dropped kerb is granted because depending on the size of the cars, perhaps 3 could be parked off road, with the provision for further cars to be parked across the front of the property. Campbell Road is a congested area and a busy 'cut through' road and this will only serve to alleviate the local problem. In my view the application should be granted.

## APPENDIX 4

### 1. Kimberley Road



### 2. Campbell Road

