

Decision maker: Cabinet Member for Traffic & Transportation
15th July 2010

Subject: Traffic Regulation Order:
The Portsmouth City Council (Cosham Ward) (Review of
Parking Restrictions) (No.39) Order 2009

Report by: Head of Transport and Street Management

Wards affected: Cosham

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

To consider the responses to the formal public consultation of this order, which is a statutory requirement whenever comments are received about proposals.

2. Recommendations

- 2.1 That the order is made as advertised with the following exceptions:**
- 2.2 Delete Item A 4 relating to Magdala Road**
- 2.3 Delete Item A 7 relating to Pitreavie Road**
- 2.4 Delete Item A5(a) relating to The Old Road**

3. Background

The order aims to assess all current parking restrictions in the Cosham ward for consistency and continued relevancy, creating parking spaces wherever possible without compromising road safety or unreasonably affecting traffic flow. (A large number of roads in this ward have recently been assessed in conjunction with the residents' parking schemes).

See **Appendix A** (attached) for proposals advertised via public notice

4. Reasons for recommendations

Responses to the public consultation:

<u>ORIGINATOR</u>	<u>OBJECTION / SUPPORT</u>	<u>OFFICER COMMENTS</u>
Resident, Magdala Road	ITEM A4 – Magdala Road Objects on the following grounds: - high volume of traffic in this road particularly during the school runs - difficult for vehicles to pass each other with parking on the north side, often resulting in the pavement being used - double yellow lines are needed for passing places and the free-flow of traffic, with a possible knock-on effect to nearby roads	This proposal is recommended for deletion. The aim of the proposal was to allow additional on-street parking for the benefit of residents. Residents in different parts of the city have varying priorities concerning parking and traffic flow. In this case, the status quo appears the preferred option. (No support was received).
Resident, Magdala Road	Objects on the following grounds: - 15m will do little to alleviate parking problems and may increase likelihood of collisions as these lines allow a place for parking - Would welcome residents' parking survey, as parking situation is made worse by East Cosham parking schemes and increased use of QA hospital site	
Resident, Hawthorn Cres	ITEM A7 – Pitreavie Road Objects on the following grounds: - there is a particular problem here in the evenings with lorries and HGVs parking. They park both sides partly on the pavement (narrowing it for pedestrians) to allow room for traffic. - Vision from driveways is obstructed by these vehicles - Difficult for motorists to negotiate single channel and road junctions - put up a sign allowing cars to park but not lorries, trucks etc	This proposal is recommended for deletion. The aim of the proposal was to create additional on street parking space for the benefit of residents. However, if residents fear the current congested parking situation will become worse with a reduction in the restrictions, the aim will not be achieved. (No support was received).
Resident, Hawthorn Cres		



<u>ORIGINATOR</u>	<u>OBJECTION / SUPPORT</u>	<u>OFFICER COMMENTS</u>
Resident, Sandown Road	<p>ITEM C – Gurnard Road</p> <p>Objects on the following grounds:</p> <ul style="list-style-type: none"> - several commercial vehicles already abuse the current restrictions. This would increase if restriction was altered. - children regularly play in and around Gurnard Road, and parked vehicles increase the likelihood of a child being hit by traffic to Arthur Dan Court - parked vehicles would block emergency access and limit access to the rear of properties 	<p>This proposal is recommended for approval.</p> <p>There is a clearly a requirement for some parking provision in this road, e.g those visiting the play area by car and residents' vehicles. The additional unrestricted overnight parking (4 spaces) may ease problems in the nearby residential streets. The proposed parking bays are not located opposite garage entrances and are on straight sections of road. It is a two-way road and therefore a couple of parked cars will not prevent access, and instead may cause traffic to slow down to give way.</p>
Vice Chair, Portsmouth Cycle Forum	<p>ITEM A5 – The Old Road</p> <p>Objects on the following grounds:</p> <ul style="list-style-type: none"> - major route for cyclists between Cosham and Portsmouth and provides access to the shared cycle/footbridge over the A27. - Additional parking is hazardous for cyclists, making it harder to see cars reversing from driveways and also see pedestrians crossing - All properties have driveways and providing on-street parking is not the responsibility of the taxpayer 	<p>A5(a) proposal is recommended for deletion</p> <p>There is now a contraflow cycle system in place, making this proposal unsuitable.</p> <p>A5(b) proposal is recommended for approval.</p> <p>This item proposes to reduce the 26m length of double yellow lines to 17m. The opposite side remains fully protected by 26m. No driveways are affected in these sections.</p>
Portsmouth City Council Sustainable Transport Officer	<p>Item A5(a) is to be deleted due to the new contraflow cycle arrangement.</p> <p>Item A5(b) will have little or no impact on cyclists, and the remaining 17m length is far better than the 5m minimum.</p>	

<u>ORIGINATOR</u>	<u>OBJECTION / SUPPORT</u>	<u>OFFICER COMMENTS</u>
Vice Chair, Portsmouth Cycle Forum	<p>ITEM D – High Street, Cosham</p> <p>Objects on the following grounds:</p> <ul style="list-style-type: none"> - Echelon parking always presents an unacceptable hazard to cyclists and should never be implemented except where there is direst need. It should be arranged so that cars reverse into the spaces and drive forwards out of them to reduce the risk to cyclists - the proposed change from parallel parking to echelon parking outside the old cinema is close to the level crossing. This may result in vehicles waiting on the crossing itself when cars are reversing out of the parking spaces. 	<p>This proposal is recommended for approval.</p> <p>This section of High St is 12m wide, and therefore able to accommodate the proposed 24m length of echelon parking on the west side.</p> <p>The bays would be angled so as to promote reversing into them by vehicles, i.e <i>away</i> from the northbound direction of traffic.</p> <p>The bays are 50m north of the level crossing (approximately 10 car lengths). The 10 bays are unlikely to significantly affect traffic flow or for any length of time.</p> <p>Rule 291 of the Highway Code states: <i>...Never drive onto a crossing until the road is clear on the other side and do not get too close to the car in front. Never stop or park on, or near, a crossing.</i></p> <p>The majority of drivers adhere to this rule for their own safety. There is no reason why a change in parking arrangements would cause drivers to act differently.</p>

5. Equality impact assessment (EIA)

This report has undergone an effective equality impact assessment and there are no equality issues arising from this report.

6. Head of legal services' comments

The City Solicitor is satisfied that it is within the council's powers to approve the recommendations as set out.

7. Head of finance's comments

The advertising and changes to parking restrictions contained within this order are to be funded from the existing parking revenue budget. This can be broken down as follows:-

Advertising proposals in The News	£ 3000
Advertising proposals on street furniture	£ 35
On street line -marking and –removal	£ 1000
Signage	£ 100
Total	£4135
Commutated sum	£250

The commuted sum is included to cover the city council's future liability, and takes into account the parking restrictions that are being removed from the Highways PFI maintenance contract.

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Head of Transport and Street Management

Appendices:

Appendix A – copy of public notice

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
5 emails	Business Admin, 4 th flr, Civic Offices
2 The Official Highway Code Revised 2007 Edition	Publicly available

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by the Cabinet Member for Traffic and transportation on the 15th July 2010

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Cabinet Member for Traffic and Transportation

APPENDIX A: Copy of advertised public notice for TRO 39/2009

**Portsmouth City Council (Cosham Ward) (Review Of Parking Restrictions)
(No.39) Order 2009**

Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 to 4 of the Road Traffic Regulation Act 1984. The effect will be as follows:

A) REMOVAL OF PROHIBITION OF WAITING AT ANY TIME

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| 1. Albert Road, Cosham | South side, a 5m length outside Nos. 2-4 |
| 2. Dean Road | West side, a 3m length alongside No. 43 Albert Road |
| 3. Glenleigh Avenue | West side, a 2m length alongside Glenleigh Court |
| 4. Magdala Road | (a) North side, an 8m length outside No. 5
(b) North-west side, a 5m length outside the eastern end of the Park Mansions building |
| 5. The Old Road | (a) East side, a 9m length alongside No.2 Highbury Grove
(b) West side, a 9m length alongside No.21 Tudor Crescent |
| 6. Pervin Road | West side, a 3m length alongside No.33 Albert Road |
| 7. Pitreavie Road | East side, a 4m length alongside No.78 Hawthorn Crescent |

B) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME TO WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR, MONDAY TO SATURDAY 8AM-6PM

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|-------------------------------|--|
| 1. Albert Road, Cosham | North side, a 4m extension of the existing bay westwards |
| 2. Vectis Way | South side, a 9m length outside No.5 |

C) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME TO WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 1 HOUR 7 DAYS 8AM-6PM

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| Gurnard Road | (a) South side, a 10m length at the rear of Nos.36-38 Sandown Road
(b) West side, a 10m length at the rear of Nos. 46-48 Colwell Road |
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D) CHANGE FROM PARALLEL PARKING TO ECHELON PARKING (45' TO KERB)

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| High Street, Cosham | The 24m length outside the old cinema (No.80 High Street) |
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