



## **DEPUTATION TO PCC TRAFFIC & TRANSPORTATION MEETING JON SPENCER, 15 JULY 2010**

Echelon Parking is always hazardous to vulnerable road users, especially cyclists. Portsmouth Cycle Forum requests that the City Council commit to a formal policy to avoid the implementation of echelon parking except in the direst necessity.

Cars emerging from echelon spaces have very limited visibility, especially of cyclists who have a narrow front profile and tend to travel towards the edges of the carriageway. This is especially true when cars are reversing from the spaces but is also true for cars driving forwards out of echelon spaces. Although the problem is reduced for cars driving forwards it is not removed. Parked vehicles in adjacent spaces restrict the driver's field of vision meaning that the driver is forced to 'edge out' into the carriageway before a good view can be achieved. Unfortunately the part of the carriageway drivers 'edge out' into is just the part where cyclists are likely to be riding. We therefore request a written policy limiting the use of echelon parking in Portsmouth, this policy should also mandate that where echelon parking does have to be used measures should be taken to preclude the possibility of drivers reversing from the spaces.

In this particular case (Cosham High Street) the proposed echelon parking is to be installed in a location opposite a railway station and in a busy High Street. This is an area with a high number of pedestrians, users of mobility aids and cyclists. Echelon parking is particular dangerous in such a location.

The officer's comment on our written objection states that "the bays would be angled so as to promote reversing into them". However, there is no mention of any measure being taken to prevent Southbound drivers simply driving forward into the spaces and then later having to reverse out. We suspect that this will in fact become the usual method of using these spaces. This is the worst possible outcome as drivers would have to reverse across the Northbound traffic lane to rejoin the Southbound lane.

It would appear that any potential benefits of this change to the parking arrangements on Cosham High Street are unknown. No figures or analysis were provided in TRO39 or in the officer's comments to show how much these spaces are needed. Therefore the potential benefits to this scheme to users of Cosham High Street are entirely unquantified.

PCF urge you to delete item D from TRO39. The hazards it will present to pedestrians, cyclists and the mobility impaired are clear. The potential benefits to drivers are not.

If such a scheme were to go ahead then the need must be clearly understood and quantified. Strong measures must be taken to ensure that the spaces can only be reversed into.

Finally, I restate our request that the portfolio holder for Traffic and Transportation implement a written policy to formally restrict the use of echelon parking in the city.