

**REPORT TO: EXECUTIVE MEMBER FOR TRAFFIC AND TRANSPORTATION – 2 AUGUST 2005**

**REPORT BY: HEAD OF TRAFFIC**

**WRITTEN BY: NIKKI DRIDGE**

**SUBJECT: THE PORTSMOUTH (WINDERMERE ROAD AREA)  
(PROHIBITION OF WAITING AT ANY TIME) (NO 4) ORDER 2005**

### **Purpose of the Report**

To consider representations received as a response to Public Consultation on this Order.

### **Recommended that**

This Order be made as advertised.

### **Background**

The Order is intended to enhance road safety in the Windermere Road area, by improving visibility at the junctions, and has been requested by Councillor Thompson on behalf of residents.

The effect of the Order will be as follows:-

#### **A) PROHIBITION OF WAITING AT ANY TIME**

- |    |                |  |
|----|----------------|--|
| 1. | AMBERLEY ROAD  | The south side from a point 3 metres west of its junction with Windermere Road to a point 3m east of that junction   |
| 2. | COMPTON ROAD   | (a) Both sides from its junction with Randolph Road in an easterly direction for a distance of 3m<br><br>(b) The north side from a point 1m west of its junction with Windemere Road to a point 2m east of that junction |
| 3. | MADEIRA ROAD   | (a) Both sides from its junction with Randolph Road in an easterly direction for a distance of 3m<br><br>(b) Both sides from a point 3m west of its junction with Windermere Road to a point 3m east of that junction    |
| 4. | MERRIVALE ROAD | (a) The north side from a point 3m west of its junction with Windermere  |

- Road to a point 1.5m east of that junction
- (b) The south side from a point 1m west of its junction with Windermere Road to a point 3m east of that junction
5. RANDOLPH ROAD
- (a) Both sides from its junction with Torrington Road in a southerly direction for a distance of 3m
- (b) The east side from a point 3m north of its junction with Madeira Road to a point 3m south of that junction
- (c) The east side from a point 3m north of its junction with Compton Road to a point 3m south of that junction
6. TORRINGTON ROAD
- (a) The north side from a point 3m west of its junction with Windermere Road to a point 3m east of that junction
- (b) The south side:-
- (i) From a point 3 metres west of its junction with Windermere Road to a point 1.5 metres east of that junction
- (ii) From a point 3 metres west of its junction with Randolph Road to a point 3 metres east of that junction
7. WINDERMERE ROAD
- Both sides:-
- (a) From its junction with Amberley Road in a southerly direction for a distance of 3m
- (b) From a point 3m north of its junction with Merrivale Road to a point 3m south of that junction
- (c) From a point 3m north of its junction with Torrington Road to a point 3m south of that junction
- (d) From a point 3m north of its junction with Madeira Road to a point 3m south of that junction

- (e) From its junction with Compton Road in a northerly direction for a distance of 3m

## B) **CITY COUNCIL'S REASON FOR MAKING THE ORDER**

The Order is required to introduce parking restrictions in the Windermere Road area to enhance road safety and prevent accidents, by improving visibility. There have been 6 accidents at the junctions in this area, within the last 3 years.

### **RELATING TO WHOLE ORDER**

#### Letter of Support

1. Mr R C Le-Moignan, resident of the area, applauds the effort to make the road junctions safer, particularly in relation to the commercial vehicles that park there. However, he raises concern that those vehicles will now be taking up valuable space elsewhere.

He would also like the possibility of making his road one way considered (although he has not provided an address) and large cooperative lorries banned from using Amberley Rd. Mr Le-Moignan adds that motorists will ignore the double yellow lines, as they do in Paddington Road.

#### Letters of Objection

1. Shelley Vernon of 40 Merrivale Road strongly objects to these proposals in light of the terrible parking problems that residents experience, which force vehicles to park right up to the corners of roads. She feels that any accidents that occur are more likely to be due to the speed of traffic, and therefore speed humps may be more appropriate.
2. Councillor Tom Blair would like his letter accepted as an objection to this Order, and for the matter be referred to the Executive Member. The reason for the objection is not provided.

#### Letters of Support/Objection

1. Mr R Fraser of 46 Amberley Road believes parking restrictions represent a complete failure in understanding the real issues residents face, namely the parking of industrial and commercial vehicles. He believes the speed of traffic to be excessive and that speed humps and a one-way system would be more appropriate. He also states that the 3m restriction will prevent him from parking outside his house.
2. Councillor Tom Blair endorses the letter from Mr Fraser, and believes that although the Order addresses the concerns of some residents, it does not go far enough

#### Head of Traffic's Comments

With regard to enforcement of the parking restrictions, the details have been passed to the enforcement officers for action. Unfortunately, Mr Le-Moignan's additional comments cannot be considered in respect of this proposed Order.

In response to Ms Vernon's objection, my view is that the visibility has to be improved at these junctions to aid road safety and access. The concerns over safety provoked residents into bringing the matter to the council's attention. Although traffic calming cannot be considered in relation to this Order, I will pass on Ms Vernon's suggestion to the Road Safety Team.

Similarly, with regard to Mr Fraser's comments, the request for speed humps and a one-way system cannot be considered in respect of this Order. The proposals for parking restrictions on the junctions are a direct response to residents concerned at accidents occurring on the junctions themselves, due to reduced visibility. Although Mr Fraser may not be able to park fully outside his property (the 3m restriction will cover half of the frontage) the aim of this Order is to prevent parking so close to the junctions.

## **TORRINGTON ROAD / RANDOLPH ROAD**

### Letter of Support

1. Mrs Jordan of 48 Torrington Rd fully endorses the intention to prohibit waiting on the corners, having had 3 cars written off in 10 years. However, she wonders why the junctions of Torrington Road / London Road and Torrington Road / Randolph Road have been ignored? The latter junction is a main cause of congestion, and the existing lines from London Road are not very long and regularly ignored.

### Letter of Objection

1. Barbara Halson of 49 Torrington Rd is concerned that the lines will prevent her from parking outside her house, believing that 1.5m instead of 3m would be adequate. Living near a pub, parking is already difficult. She also queries how the restriction will be enforced.

### Head of Traffic's Comments

This Order does contain a proposal for double yellow lines on the junction of Torrington Road with Randolph Road. There are already restrictions at the junction with London Road, and no concerns have previously been raised. However, consideration can be given to extending these lines, to be included in a future TRO if necessary.

This Order came about after concerns were raised over the number of accidents at the Torrington Rd / Windermere Rd junction due to reduced visibility. There have been 6 accidents in this area within the last 3 years. It is therefore important that the agreed minimum 3m length is introduced where possible. The 3m length of double yellow lines proposed for Torrington Rd, west of its junction with Windermere Rd, will leave Ms Halson with 5m outside her property in which to park.

The restrictions will be enforced by the City Council's Parking Attendants.

## **MERRIVALE ROAD / WINDERMERE ROAD**

### Letter of Support

1. Mr Glasson of 53 Merrivale Road is in complete agreement with the lines being on the corners of the roads. He would like to make the suggestion that parking

lines are marked, and double yellow lines are extended to cover access to off-road parking.

Head of Traffic's Comments

Unfortunately, it is not council policy to protect private entrances with parking restrictions due to resources and enforcement issues. The provision of double yellow lines is subject to road safety and traffic management, whereas matters of obstruction are dealt with by the police.

Experience has shown that marked parking bays do not have the desired effect, but can actually reduce the amount of space available. Due to the standard size of bays, spaces can be lost when smaller vehicles park together. Once the lines are ignored, for example if some residents continue to park directly outside their house, the layout becomes redundant.

**COMPTON ROAD / WINDERMERE ROAD**

Letter of Support with Concerns

1. Pauline Whitfield via email fully endorses the idea of double yellow lines on the corners of roads, but feels an error has been made in this proposal with regard to measurements. She is concerned that the existing disabled bays have not been taken into consideration; that on the west side of the junction half a parking space will be created before the bay, and on the east side the lines will encroach on the bay.

Head of Traffic's Comments

This proposal has been carefully written with regard to existing disabled bays and available parking space.

As measurements are taken from the back of the footway, the 1m length west of Windermere Rd will provide a full 5m parking space before the disabled bay outside no.37 Compton Rd. To take the lines up to the bay would mean the loss of a parking space outside no.39, and a proposal for 6m, which could not be justified in a quiet residential area.

The 2m length east of Windermere Rd will take the double yellow lines exactly up to the disabled bay outside no.41 Compton Rd.

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Head of Traffic

**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*

- Letters received in response to the Public Advertisement

Business & Administration Office

**Approval to the recommendations**

**The recommendation(s) set out above were approved/approved as amended/deferred/rejected by the Executive Member on**

Signed: .....  
(Executive Member of the Traffic and Transportation)