



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

WEDNESDAY, 21 AUGUST 2013 AT 2.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Lucy Wingham

Email:

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Jason Fazackarley (Liberal Democrat)

Group Spokespersons

Councillor Jim Patey, Labour

Councillor Ken Ellcome, Conservative

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 **Apologies**
- 2 **Declaration of Members' Interests**
- 3 **Traffic Regulation Order: The Portsmouth City Council (Cosham High Street Area) (One Way Traffic, Environmental Improvements and Amendments to Waiting Restrictions) (Pages 1 - 12)**

Purpose

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. This is a statutory requirement

whenever comments are received regarding advertised proposals.

RECOMMENDED that the proposals within this order are approved as formally advertised, with the following adjustments:

1) Deletion of:

- H) reinstatement of Prohibition of Waiting at Any Time (Double Yellow Lines)**
- 2. Wayte Street South Side, the 20 metre length east of Wootton Street junction.**

2) Deletion of:

- 2. Environmental Improvements - Wayte Street, Pavement Build Outs**
- i) Opposite rear section of The Swan Inn (No.40 High Street)**
- ii) Island feature in centre of road outside Trade Union Club**

3) Revision of:

- N) Change from Signalised Crossing to Zebra Crossing**
- 1) High Street, Cosham - The existing crossing west of Albert Road junction.**

A report by the Head of Transport and Environment is attached.

Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item: **3**

Decision maker: Cabinet Member for Traffic & Transportation
21st August 2013

Subject: Traffic Regulation Order:
The Portsmouth City Council (Cosham High Street Area)(One Way Traffic, Environmental Improvements and Amendments to Waiting Restrictions)

Report by: Head of Transport and Environment

Wards affected: Cosham

Key decision (over £250k): Yes
Budget & policy framework decision: No

1. Purpose of report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. This is a statutory requirement whenever comments are received regarding advertised proposals.

2. Recommendations

2.1 That the proposals within this order are approved as formally advertised, with the following adjustments:

2.1.1 Deletion of:

H) Reinstatement of Prohibition of Waiting at Any Time (Double Yellow Lines)
2. Wayte Street South Side, the 20 metre length east of Wootton Street junction

2.1.2 Deletion of:

2) Environmental Improvements - Wayte Street, Pavement Build Outs
i) opposite rear section of The Swan Inn (No.40 High Street)
ii) Island feature in centre of road outside Trade Union Club

2.1.3 Revision of:

N) Change from Signalised Crossing to Zebra Crossing
1) High Street, Cosham - The existing crossing west of Albert Road junction

3. Background

3.1 An Experimental Traffic Regulation Order was implemented in January 2013 to facilitate a one-way system in Cosham High Street during the replacement of the nearby Northern Road bridge.

The one-way system has been well received and residents and traders have both reported that they would like the one-way system to become permanent.

Portsmouth City Council made additional funding available to undertake environmental improvement works to the High Street and an additional consultation has been undertaken with the residents of Cosham to identify appropriate works. Part of this consultation included whether the one-way system should become permanent. This was well received and 78% of respondents confirmed they would like it to remain. The full report on this consultation is attached as Appendix One.

See page 9 for the traffic regulation order proposals advertised during formal public consultation between 8th July 2013 - 29th July 2013.

Representatives of the emergency services have been consulted about this proposal and do not have any objections to the improvements and installation of a permanent one-way system.

4. Reasons for recommendations

The proposals aim to improve road safety and traffic management; improve the on-street parking demands in the city, and to contribute to environmental improvements of the high street. Therefore it is recommended that the proposals are approved and implemented to effect their intended purpose.

- 4.1.1** The proposal relating to the reinstatement of prohibition of waiting at any time on the south side of Wayte Street is recommended for deletion as the current arrangement is providing well-used additional parking and it can remain within the overall scheme.
- 4.1.2** The recommendation to delete the proposal relating to the build-out on Wayte Street is directly related to retaining the additional parking in Wayte Street (para 4.1.1 above). The build-out will be omitted, allowing the parking on the south side to be retained.
- 4.1.3** It is recommended that the proposal to change the signalised crossing to a zebra crossing is revised to provide a modern puffin crossing, which will enable safe crossing for pedestrians.
- 4.2** It is possible to implement the one-way system on to the High Street as a result of the widening of the Northern Road bridge. It is expected that more cars will use the bridge to commute through the area. As a result the one-way system will facilitate a greater use of the high street for local shopping purposes.
- 4.3** The comments received in response to the formal consultation of the proposals (see pages 5-6) have been taken into consideration and therefore contribute to the recommendations in paragraph 2.1 above.

5. Equality impact assessment (EIA)

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

6. Head of Legal Services' comments

6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, 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.

6.2 A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

6.3 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.

6.4 The proposals are consistent with the promotion of safety, traffic movement and environmental protection, appropriate consultation has been engaged and the responses considered.

7. Head of Finance's comments

7.1 As a result of approving this report permanent changes will be made to Cosham High Street.

7.2 The funding for these changes will come from a combination of £200,000 set aside in the February 2013 capital budget process for environmental improvement in Cosham High Street and funding from the Northern Road Bridge capital scheme in relation to changes necessitated by the replacement of the bridge.

7.3 A robust financial appraisal has been produced and the scheme costs can be funded by the sources referred to above. This includes the on-going maintenance costs of the scheme.

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Head of Transport and Environment

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
4 emails / letters	Transport & Environment Service, Transport Planning, 4 th floor, Civic Offices

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

.....
Cabinet Member for Traffic and Transportation



Responses received during the formal consultation period.

<p><u>SUPPORT:</u> Portsmouth Cycle Forum</p> <p>I am writing on behalf of Portsmouth Cycle Forum to express our enthusiastic support for TRO 16, which describes a number of planned improvements to Cosham High Street and the surrounding streets. We are delighted that PCC has decided to include contra-flow cycling in the one-way system and angle the echelon parking so that drivers reverse in and drive out forwards. This scheme is much safer and more attractive for cyclists and other vulnerable users and we applaud you for responding positively to the consultation.</p>	<p><u>OFFICER'S COMMENTS:</u></p> <p>This support reflects that which was received as part of the environmental improvement works where 78% of respondents confirmed they wanted the one way system to remain.</p>
<p><u>SUPPORT:</u></p> <p>An email of support was received from a senior partner at the Health House Doctors Surgery. They are supportive of a zebra crossing on Wootton Street, providing it does not impact the entrance to the surgery car park. The email also suggests a 20 mph speed limit.</p>	<p><u>OFFICER'S COMMENTS:</u></p> <p>It is confirmed that a crossing does not impact any entrances.</p> <p>Wootton Street has a 20 mph speed limit in place.</p>
<p><u>OBJECTION:</u></p> <p><u>Objection to Order:</u> Resident of Portchester</p> <p>Grounds of objection -</p> <p>1. On legal grounds:</p> <p>1.1. Failure to comply with the Road Traffic Regulation Act 1984 by failing to provide a description of the <u>length</u> of road to which the Order relates: <i>"Where the order relates to a road, the name or a brief description of the road and, where appropriate, a description of the length of it to which the order relates."</i></p> <p>There is no description of the length of the road to which the restrictions (i.e the length of each bay) would apply.</p>	<p><u>Officer's comments</u></p> <p>The objections relate to the administration of traffic regulation orders and the implementation of parking restrictions and not to any of the proposals contained within TRO 16/2013 specifically.</p> <p>1.1 The resident interprets the legislation "...where appropriate, a description of the length to which the order relates" as the length of each bay requiring to be stated.</p> <p>The wording on the public notice presents the information in a way that is easy to understand and comment on. Therefore the lengths of road are often identified by their proximity to addresses.</p>

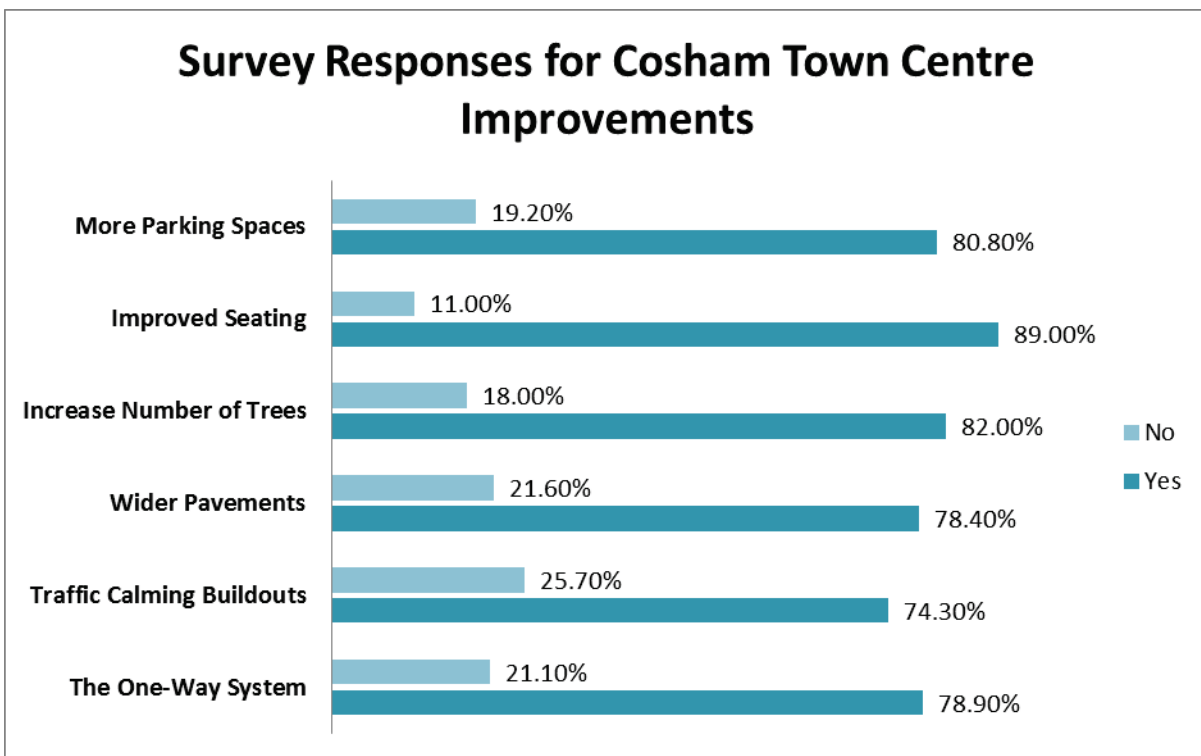
<p>1.1.a) There is no fixed length within the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002) for disabled bays to diagram 1028.3 but a minimum length of 6.6m is specified.</p> <p>1.1.b) It is recognised that the Secretary of State granted PCC a dispensation permitting the minimum length of diagram 1028.3 to be 5.0 metres. However I understand this was to apply to disabled bays provided for qualifying residents near their homes and not disabled bays for local and visitor use in public areas. The length of each proposed bay needs to be specified given that each bay would thus be assumed to be a minimum of 6.6 metres but might be larger.</p> <p>1.2 There is a potential conflict between items E) and J)a on the notice where the locations would appear to overlap E) outside Nos.48a-48f and J)(a) outside Nos 48a & 48b.</p>	<p>1.1.a) The disabled bays within TRO 16/2013 are proposed to be marked at an angle to the kerb, in accordance with diagram 1033.</p> <p>1.1.b) This is correct, as is the resident's understanding of disabled bays provided for qualifying residents compared to those provided for public use.</p> <p>1.2 The notice aims to give the public a good idea of what is being proposed. The accompanying plan, available for public viewing, provides a visual aid to the written proposals and improves understanding where needed.</p>
<p><u>OBJECTION:</u></p> <p>An email has been received objecting to contraflow cycling. It requests that cyclist dismount and walk along the pavement, or alternatively cycle along the pavement.</p>	<p><u>Officers Comments:</u></p> <p>The contra flow cycling will be implemented in line with the most recent Department for Transport guidelines.</p> <p>There will be appropriate signage and line markings across the one way system, informing drivers of the presence of cyclists.</p>

Appendix One - Results of Consultation on Environmental Improvements

Cosham One Way System and Environmental Improvement Works - Consultation Analysis.

The response to the consultation for the one way system and environmental works showed the scheme was well received. 6,000 paper copies of the consultation leaflet were distributed and were available for inspection in Cosham Library and the Civic Offices. A web page was produced providing a link to the survey on the Portsmouth City Council website. A press release was published in The News and emails were sent to all Cosham businesses. PR activity generated coverage in The News and on Jack FM and Breeze Radio.

In total over 600 responses were received. Respondents were able answer yes or no to six questions asking whether they liked each of the main elements of the proposed plan. The proposals were well received, with the majority in favour of the proposals. The graph below shows individual responses to each of the questions:



The consultation also gave the public the opportunity to provide additional responses to the proposals. These have been analysed and the comments brought up the most numerous times are addressed as below:

Free Parking - Requests were made for free parking to be included following the construction phase. This is not within the remit of this project; however, the comments will be passed to the Transport Planning and Parking sections for consideration.

Crossing on Wootton Street - This was commented on frequently. It is acknowledged that there should be a safe access for residents using the Doctors Surgery and the chemist.

An additional crossing will also provide an enhanced route through to the High Street from Northern Road bridge. Therefore a safer crossing point will be installed on Wootton Street.

A small number of comments were made about Wootton Street needing additional traffic calming measures, to slow traffic down.

Requests were made for an additional crossing to be included on Vectis Way outside Barclays Bank. This was a part of the consultation and will be included as part of the project.

Cycling Safety and parking - Comments were received through the consultation, with one additional response from the Cycle Forum.

There were several comments about the lack of cycle lane and contra flow cycling. Also, comments were received about the need for additional cycle parking. Following further analysis, it has been agreed that cycling contra flow will be allowed on the one way system, in line with current Department for Transport best practice. Additional cycle parking will be installed on to the High Street.

Railways Gates/Train Times - Several comments were received about the timing and control of the railways crossing to the south of the high street. It is not within the remit of this project to be able to change this. However, the comments will be passed onto Network Rail.

Retention of WCs on Wootton Street - Respondents requested that the WCs on Wootton Street are retained and it is confirmed that they are not scheduled for closure.

Echelon Parking - Several comments were received about the echelon parking. This has also been raised as part of the design process. Following review, it has been agreed that this will be reversed and implemented as per Department for Transport guidance.

Other than these main issues, the comments received were wide ranging with no recurring themes.



Public notice advertising the proposals of TRO 16/2013:

Dated: 8th July 2013

THE PORTSMOUTH CITY COUNCIL (COSHAM HIGH STREET AREA) (ONE WAY TRAFFIC, ENVIRONMENTAL IMPROVEMENTS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO 16) ORDER 2013

Notice is hereby given that the Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4, 45, 46, 49, and 81-85 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

SECTION 1: PARKING AND TRAFFIC RESTRICTIONS

A) PROHIBITION OF ENTRY (EXCEPT CYCLES)

1. **High Street, Cosham** No entry to northbound traffic past the junction of Vectis Way
2. **Vectis Way** No entry to eastbound traffic past the junction of Wootton Street
3. **Wootton Street** No entry to southbound traffic from Wayte Street

B) ONE WAY TRAFFIC (EXCEPT CYCLES)

1. **High Street, Cosham** Southbound between Wayte Street and Vectis Way
2. **Vectis Way** Westbound between High Street and Wootton Street
3. **Wayte Street** Eastbound between Wootton Street and High Street
4. **Wootton Street** Northbound between Vectis Way and Wayte Street

C) LEFT TURN ONLY

1. **Magdala Road** At the junction with High Street
2. **Vectis Way** At the junction with Wootton Street

D) REINSTATEMENT OF ECHELON PARKING

1. **High Street, Cosham** West side, the 15 metre length north of Vectis Way

E) NO WAITING AT ANY TIME (Double Yellow Lines)

1. **High Street, Cosham** East side, the 24 metre length north of Cosham Park Avenue

F) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR 8AM – 6PM.

1. **High Street, Cosham** West side, 24 metre length outside Nos. 48a-48f

G) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR 8AM – 6PM.

1. **High Street, Cosham** East side, a 20 metre length outside odd Nos. 55-59a

H) REINSTATEMENT OF PROHIBITION OF WAITING AT ANY TIME (Double Yellow Lines)

1. **High Street** East side, 10 metres northwards from Magdala Road junction
2. **Wayte Street** South side, the 20 metre length east of Wootton Street junction
3. **Wootton Street** West side, the 30 metre length south of the car park entrance

I) BUS STOP CLEARWAY

1. Vectis Way South side, the 30 metre length west of High Street junction

J) DISABLED PERSONS' PARKING PLACES

1. High Street, Cosham (a) 2 bays approximately outside Nos. 48a & 48b
(b) 2 bays approximately outside Nos. 58b & 58c

K) NO WAITING AND NO LOADING AT ANY TIME

1. High Street, Cosham East side, between the junctions of Albert Road and The Droke

L) LOADING ONLY

1. High Street, Cosham West side, a 16 metre length opposite Nos. 51-53

M) REMOVAL OF MOTORCYCLE PARKING

1. High Street, Cosham West side outside No. 48f

N) CHANGE FROM SIGNALISED CROSSING TO ZEBRA CROSSING

1. High Street, Cosham The existing crossing west of Albert Road junction

O) INSTALLATION OF ZEBRA CROSSING

1. Wootton Street Approximately outside the surgery

SECTION 2: ENVIRONMENTAL IMPROVEMENTS

**P) PAVEMENT BUILD-OUTS
(locations are approximate)**

1) High Street:-

- i) opposite Vectis Way outside No.101
- ii) on the corner of High Street junction with Vectis Way
- iii) outside Nos. 48f - 58a
- iv) south from Magdala Road junction, outside Nos.63-67
- v) opposite No.63
- vi) north from Magdala Road junction, outside No.61
- vii) corner of Wayte St / High St, opposite Albert Rd junction

2) Wayte Street:-

- i) opposite rear section of The Swan Inn (No.40 High St)
- ii) island feature in centre of road outside Trade Union Club

Q) VARIOUS TREE / PLANTER / SEATING FEATURES AND CYCLE PARKING FACILITIES

1. High Street, Cosham a) West side between Boots and Wetherspoons
b) West side, area adjacent to existing zebra crossing (between Nos. 48f - 58a)

R) COUNCIL'S REASON FOR MAKING THE ORDER

The current one-way system was installed earlier this year in the High Street, Cosham, as part of the traffic management measures for the Northern Road bridge replacement. The road layout has been well-received and, as funding has become available to undertake environmental improvements in Cosham High Street, a new project aims to bring the measures together into a permanent scheme.

A copy of the Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of this Public Notice can be found on the City Council's website at: <http://www.portsmouth.gov.uk/living/609.html>

Persons wishing either to support or object to the proposals may do so by sending their representations in writing to Nikki Musson, Transport & Environment, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE or via email to engineers@portsmouthcc.gov.uk quoting ref no: **TRO 16/2013** by the **29th July 2013** including name, address and postcode and the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation which are received may be open to inspection by members of the public.

Simon Moon, Head of Transport & Environment Service
Portsmouth City Council, Civic Offices Portsmouth PO1 2NE

(End of Report)

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