
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

WEDNESDAY, 12 MARCH 2014 AT 10.00 AM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Lucy Wingham on 023 9283 4662

Email: lucy.wingham@portsmouthcc.gov.uk

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 Declarations of Members' Interests
- 3 Traffic Regulation Order: The Portsmouth City Council (HB Coniston Avenue Residents' Parking Scheme) (Amendment) (No.49) Order 2013 (Pages 1 - 4)

Purpose

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

whenever objections are received to advertised proposals.

Recommendation

That the proposal within this order is approved as formally advertised.

4 Enforcement of Bus Lanes & Bus Gates (Stage 2) (Pages 5 - 8)

Purpose

To seek member authority to implement further enforcement cameras at bus lanes and bus gates.

Recommendation that the Cabinet Member for Traffic and Transportation approve the purchase and use of a camera enforcement system for all appropriate bus lanes and bus gates, and that this be funded from the On Street revenue budget.

5 Battenburg Avenue Traffic Calming Scheme (Pages 9 - 24)

Purpose

To consider the responses to the public consultation regarding the proposals to implement traffic calming within Battenburg Avenue.

Recommendations

- 1. That Option 1, consisting of four sets of two speed cushions from the bend east of Kearsney avenue to just east of the Clifdale Primary School within Battenburg Avenue, is considered for implementation.**
- 2. That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed installation of traffic calming within Battenburg Avenue.**

6 Henderson Road Proposed Traffic Calming Scheme (Pages 25 - 30)

Purpose

To consider the proposed options for traffic calming within Henderson Road and submit the options for public consideration and consultation.

Recommendations

- 1. That Options 1, 2, 4 and 'Do Nothing' are submitted to residents for consideration for implementation within Henderson Road.**
- 2. That once the consultation has been completed, the results are submitted to the Traffic and Transportation Cabinet Member decision meeting for consideration for implementation.**

7 Forecourt Parking on Goldsmith Avenue (Pages 31 - 36)

Purpose

The purpose of this report is to reaffirm the approach to be taken by the City Council when acting as the local highway authority when giving highway comments with regard to planning applications to create individual private accesses to roads forming part of the strategic road network and the specific approach to be taken to applications for footway crossings in Goldsmith Avenue.

Recommendations

- 1. That the Local Highway Authority continues to operate a policy to resist the formation of private vehicular accesses to the Strategic Road Network in principle in order to protect the integrity and functionality of**

the SRN and promote the safety of all road users. There is a Saved Policy (DC26) from the previous Local Plan (2001-2011)

2. That the Local Highway Authority depart from policy in respect of the section of Goldsmith Avenue east of the junction with Ruskin Road where it is likely that no highway objection will be raised in principle to planning applications seeking permission to form individual private vehicular accesses subject to there being no over-riding highway safety concerns.

8 Southsea Town Centre Improvements: Osborne Road (Pages 37 - 46)

Purpose

To approve the details of the proposal for consultation and implementation.

Recommendations

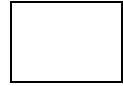
- The proposals concerning Southsea Town Centre (Osborne Road, Palmerston Road) as contained within this report and shown in the drawing numbered HW1817/002/AQ are approved for consultation and implementation.

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Agenda Item 3



Portsmouth
CITY COUNCIL



Title of meeting: Traffic & Transportation Portfolio
Date of meeting: 12th March 2013

Subject: Traffic Regulation Order:
The Portsmouth City Council (HB Coniston Avenue Residents'
Parking Scheme) (Amendment) (No.49) Order 2013

Report by: Head of Transport and Environment

Ward affected: Baffins

Key decision: No
Full Council decision: No

1. Purpose of report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

2. Recommendation

That the proposal to amend the existing order is approved as advertised.

3. Background

The HB Coniston Avenue residents' parking scheme was introduced in September 2011. In October 2013, a petition was received from the residents of Coniston Avenue requesting that the 2-hour free parking period be removed. The petition was signed by residents of 12 of the 13 properties in Coniston Avenue, in favour of the scheme becoming "HB Permit Holders Only".

The proposed change to the parking scheme requires an amendment to the Traffic Regulation Order, which itself requires public consultation to be carried out prior to any amendments being approved.

The formal public consultation on the proposal took place between 9th - 31st January 2014 (See public notice on page 4).

4. Reasons for recommendation

4.1.1 There are 14 parking spaces in Coniston Avenue and 13 residential properties. The current 2-hour parking period for non-residents enables continuous short-term parking throughout the day. Vehicles of staff and patrons of the adjacent church hall (dance club etc), the public house, doctors' surgery, car sales and garage repair business use the parking spaces in Coniston Avenue. Overnight parking by non-residents frequently occurs between 8pm to 9am.

4.1.2 Targeted enforcement has had some effect, but is not possible every day at all times required, which motorists take advantage of. There is no alternative parking available nearby, and residents would like to improve the opportunity to use the spaces outside their homes, and for the scheme to be more effective.

4.2.1 One objection was received to the proposal, from the Churchwarden of the adjacent church premises (St Alban's Church):

St Alban's is a parish Church used for funerals and weddings and some degree of short term parking is required. There used to be parking on both sides of Coniston Avenue - could this not be reinstated to ease the problem? Could the permit system operate between 5pm until 9am, ensuring residents have a space when returning from work? When the 7 town houses were built on Copnor Road (rear access in Coniston Avenue) where was it envisaged they would park?

4.2.2 As described by the residents of Coniston Avenue, the demand for short-term parking far outweighs the 14 spaces available. Prior to parking being restricted in Coniston Avenue, vehicles used the pavements on both sides; an arrangement that could not be formalised due to the limited pavement width. The townhouses have rear pedestrian access, and pavement parking could obstruct the gates and create safety issues for residents. The scheme operates 24 hours a day at the request of residents, who indicate a 24-hour problem exists. The Planning Service and developers are advised of on-street parking availability prior to permission being granted. It is up to residents to decide whether or not the accommodation is suitable for their needs before moving in.

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. Legal Implications

6.1 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.

6.2 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.

6.3 A TRO may be subsequently amended provided that the same statutory procedure as for the making of an order is followed.

7. Finance comments

7.1 The costs associated with implementing this order are estimated to be £800. This includes all signage works and the public consultation of the Order.

7.2 No additional funds need to be set aside for the on-going maintenance of the physical features.

7.3 No additional resources will be required to enforce the amendment to the parking scheme.

.....
Head of Transport and Environment

Appendices: none.

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
1 email	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

Public notice advertising the proposals of TRO 49/2013:

Dated: 9th January 2014

THE PORTSMOUTH CITY COUNCIL (HB CONISTON AVENUE RESIDENTS' PARKING SCHEME) (AMENDMENT) (NO.49) ORDER 2013

Notice is hereby given that the Portsmouth City Council is consulting the public and proposes to make the above Order under Sections 1 to 53 of the Road Traffic Regulation Act 1984. The effect would be as follows:

A) PERMIT HOLDERS ONLY (REMOVAL OF 2-HOUR FREE PARKING PERIOD)

1. Coniston Avenue Within all existing marked bays

B) REASONS FOR ORDER

The residents' parking scheme in Coniston Avenue was introduced to optimise available parking for residents of Coniston Avenue, whilst allowing a limited waiting period for short-term visitors, tradesmen etc.

There are approximately 14 parking spaces in Coniston Avenue, which are used throughout the day by staff and patrons of the adjacent church hall (dance club etc), public house, doctors' surgery, car sales and garage repair business. Therefore, residents rarely have the opportunity to park in the road in which they live. Targeted enforcement has had some effect, but is not possible every day at all times required, which motorists take advantage of. There is no suitable alternative parking available nearby for residents.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO49/2013**, stating the grounds of objection/support by **31st January 2014**.

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

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that 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)

Agenda item:

Title of meeting:	Traffic & Transportation
Date of meeting:	12 th March 2014
Subject:	Enforcement of Bus Lanes & Bus Gates (Stage 2)
Report by:	Head of Transport & Environment
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

To seek member authority to implement further enforcement cameras at bus lanes and bus gates.

2. Recommendations

That Members approve the purchase and use of a semi-static camera enforcement system for all appropriate bus lanes and bus gates.

That this be funded from the On Street revenue budget.

3. Background

Maintaining a quick and consistent journey time is essential to the success of bus services in Portsmouth. Faster journeys will encourage a mode shift from private vehicles to the more sustainable alternative.

The measures required to ensure that the bus lanes are kept free includes installing cameras on bus lanes where it is perceived that high non-compliance occurs. These are semi-static and therefore moveable.

In addition the council's bus gates need extensive maintenance and due to high numbers of breakdowns are proving ineffective. Enforcement cameras are a more cost effective way to ensure higher compliance of the bus gate restrictions.

These additional 4 cameras will be funded from the On Street revenue budget. It is anticipated that the capital costs will be offset by revenue generated within a 12 month period. Each additional camera will cost approximately £25,000 including installation costs.

Buses using the bus gates are sometimes delayed due to the bollards being broken, with camera enforcement this issue will not arise.

Any surplus from Penalty Charge Notices (PCNs) above operating costs would accrue to the Off Street parking reserve.

A PCN for a bus lane/bus gate contravention is currently £60 reduced to £30 if paid within 14 days.

A PCN for a bus lane/bus gate contravention is dealt with in the same manner as a parking PCN. The appellant has the right to make representation and appeal to the local authority followed by an appeal to the independent adjudicator. The decision of the adjudicator is binding on both parties.

4. Reasons for recommendations

Enforced bus lanes will considerably reduce the risk of delays to buses due to traffic congestion on Portsmouth's bus network.

Cameras on the bus gates will ensure the restrictions are adhered to and will be more effective than the current rising bollards.

Hampshire Constabulary does not have the resources to effectively enforce bus lanes or bus gates in Portsmouth. The Local Authority has the ability to undertake powers to penalise those who utilise bus lanes/bus gates unlawfully, in order to maintain the integrity of bus lanes/bus gates for those utilising public transport.

The local authority, unlike the Police does not have the powers to stop vehicles. The only effective way for the council to enforce the bus lane/bus gate restrictions is by way of a camera system that enables the production of a Penalty Charge Notice.

5. Equality impact assessment (EIA)

An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6. Head of legal, licensing & registrars' comments

The enforcement of bus lanes within Portsmouth are within the powers (Bus Lane Contravention (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005) of the council and we express no concerns.

7. Head of finance's comments

The initial capital cost associated with the four enforcement cameras is estimated to be £107,000. This is the total cost and includes the on street

equipment and all back office systems and hardware. This will be funded from the On Street revenue budget.

The running costs of the proposal are estimated to be £21,000 per year. This estimate includes additional staff required to process the PCN's as well as software licences and maintenance costs. This annual cost will be met from the on-street revenue budget.

The amount of income generated is dependent on the number of PCNs issued for contraventions. Experience from other authorities is that the number of contraventions is likely to be high in year one. It has been estimated that in the first year there will be 10 contraventions per day. Typically this falls by 30% in year two and falls a further 30% in subsequent years.

Table 1 below shows the forecast of income and expenditure as a result of the installation of the four enforcement cameras.

	Year						Total £
	0 £	1 £	2 £	3 £	4 £	5 £	
Ongoing Set up Cost	107,000						107,000
Revenue Cost		19,000	21,000	21,000	21,000	21,000	103,000
Income		(110,000)	(77,000)	(54,000)	(38,000)	(26,000)	(305,000)
Net Deficit (Surplus)	107,000	(91,000)	(56,000)	(33,000)	(17,000)	(5,000)	(95,000)

Income from PCNs are anticipated to exceed costs early in year 2, any residual income will be transferred to the Off Street parking reserve.

An annual saving will be made on the payments currently being made to COLAS in respect of maintenance costs for the existing bollards. This has yet to be fully calculated and will accrue to the PFI contract.

.....
 Signed by:

- No Background documents have been relied upon by the author of this report
- There are no appendices to this report

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

.....
 Signed by:

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Agenda Item 5



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Traffic and Transport Decision Making Meeting

Date of meeting: 12th March 2014

Subject: Battenburg Avenue Traffic Calming Scheme

Report by: Sam Francis

Wards affected: Hilsea Ward

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the responses to the public consultation regarding the proposals to implement traffic calming within Battenburg Avenue.

2. Recommendations

- 2.1 That Option 1, consisting of four sets of two speed cushions from the bend east of Kearsney Avenue to just east of the Cliffdale Primary School within Battenburg Avenue, is considered for implementation;
- 2.2 That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed installation of traffic calming within Battenburg Avenue;

3. Background

- 3.1 Correspondence was received from Councillor Fazackarley on behalf of a resident of Battenburg Avenue in June 2012 raising concerns for the perceived high speeds of vehicles within the 20mph limit observed in this road. A survey was taken in April 2011 and highlighted that the average speeds were 25mph eastbound and 25mph westbound with an 85th %ile of 30mph eastbound and 30mph westbound. These figures highlight a speed issue within Battenburg Avenue and show an increase in speeds since 2008 (when the average speed was 20mph eastbound and 23mph westbound with an 85th %ile of 23mph eastbound and 26mph westbound) when the scheme was introduced.

Portsmouth City Council have been asked to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Battenburg Avenue. For an example of the consultation form please refer to Appendix A.

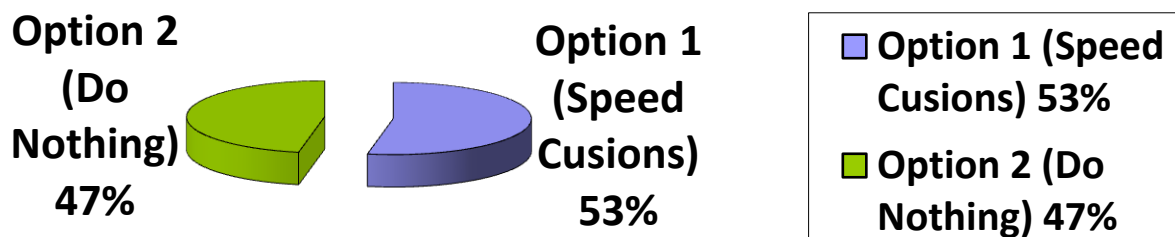
- 3.2 Battenburg Avenue is a heavily trafficked road due to the location of Cliffdale Primary School, St Nicholas Church, Willows childcare centre, family centre and clinic present which brought about further concerns for the safety of children/pedestrians. There is parking along both sides of the road. Residents have complained of it being utilised as a 'rat-run' by traffic wishing to access London Road from Copnor Road and vice-versa. Battenburg Avenue, along with surrounding residential roads within the vicinity, is part of the citywide 20mph speed limit which was implemented in October 2007.
- 3.3 An analysis of accident data recorded by Hampshire Constabulary over the 5 year period 31st December 2008 to 31st December 2013 indicates that there have been 2 accidents within Battenburg Avenue. Both of these incidents have been recorded as 'slight' in accident severity and 'slight' in casualty severity. Both accidents involved a pedestrian. The pedestrian in accident number 1 ran out from between two parked cars into the path of a taxi. The second accident involved a car traveling east along Battenburg Avenue pulling over to the North Kerb to allow another vehicle to pass as the vehicle moved off the pedestrian who was on a skateboard, travelling south between parked cars, collided with the nearside of the vehicle.
- 3.4 A postal consultation was carried out with residents of Battenburg Avenue and the adjoining roads at the end of 2013 to the beginning of 2014. The two options were; Option 1 - Implementation of speed cushions in Battenburg Avenue and Option 2 was for the existing layout of Battenburg Avenue to remain. The results were as follows:-

Portsmouth City Council sent out 180 consultation letters and voting forms to the residents within the area. From the 180 letters addressed to residents we received 96 completed voting forms (a return of 53%). The breakdown of the results is as follows:

Option 1 - Implementation of speed cushions in Battenburg Avenue – received 51 votes from residents in Battenburg Avenue and adjoining roads (53% of the returns)

Option 2 - That the existing layout of Battenburg Avenue remains unchanged – received 45 votes from residents in Battenburg Avenue and adjoining roads (47% of the returns)

Scoring of Proposed Options Battenburg Avenue Traffic Calming - from all received voting forms



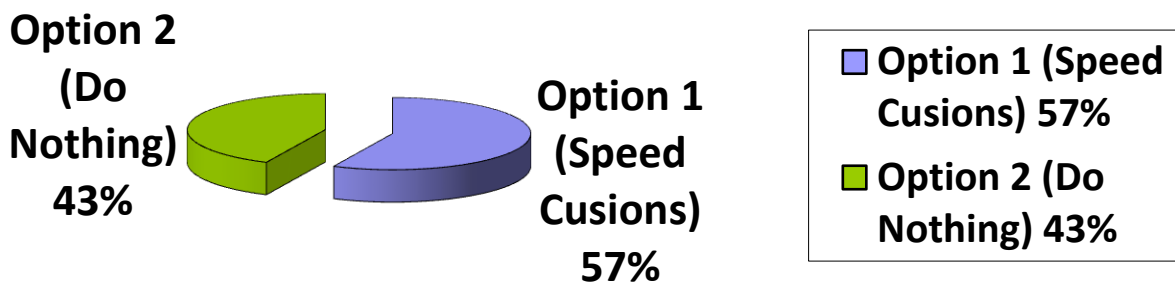
Battenburg Avenue returns – Out of the received voting forms 72 votes were from residents in Battenburg Avenue - 75% of the returns)

Results from Battenburg Avenue only are as follows:

Option 1 - Implementation of speed cushions in Battenburg Avenue - From Battenburg Avenue residents only received 41 votes (57%)

Option 2 - That the existing layout of Battenburg Avenue remains unchanged – From Battenburg Avenue residents only received 31 votes (43%)

Scoring of Proposed Options Battenburg Avenue Traffic Calming - from Battenburg Avenue residents ONLY



OUTCOMES of Consultation:

Further comments were received from 53 residents via their voting forms. These expressed views on the implementation of the speed cushions and highlighted perceived issues within Battenburg Avenue. The main issues of concern and views are listed below along with Engineers comments.

Comments - Residents	Response - Engineers
Parking appears to be more of a concern for residents. Residents find it hard to park near their property due to the school and local facilities staff and visitors parking.	Parking provides natural traffic calming due to drivers having to pull over to let other vehicles pass.
A lot of residents are happy that the parking slows down the traffic.	Parking acts as a natural traffic calmer as above.
Concerns for the road being used as a 'Rat Run' especially by Taxis.	Speed humps will reduce rat running however it is worth considering that the rat running traffic will disperse to another appropriate road therefore increasing the traffic travelling in their preferred road.
Concerns over the speed cushions causing noise and vibration	Department for Transport - Traffic Advisory Leaflet 4/94 - The presence of a speed cushion can result in a substantial drop in traffic noise levels. The maximum vehicle noise for light vehicles can also be reduced, as a result of light vehicles slowing down at the cushion.
Willows Nursery highlighted that It is	Agreed. There is an alternative route to

important for consideration to be made in the decision making process that children are delivered to their school 3 times a day by minibus. If speed cushions are in place it is essential that they will not harm young children with disability travelling by mini bus.	access the school if needed.
Would rather catch the speeders using speed watch.	Volunteer speed watch applications available. 8 people opted to become Volunteers for the Speed Watch campaign.
Can Battenburg along with other roads be made into one-ways?	One way tends to increase speed without other forms of speed reduction measures.
Will add more clutter to the road	Agreed but they offer a safer environment for all road users, residents and visitors of Battenburg Avenue.
Make Battenburg Residential Parking	School staff etc will still be allowed to park within the residential parking limit plus as mentioned before, parked vehicles act as a traffic calming measure.

For all residents comments and responses please refer to Appendix B.

4. Reasons for recommendations

- 4.1 Option 1 (Install Speed cushions) received 6 more votes than Option 2 (Leave the existing layout in Battenburg Avenue as it is). This proposal of installing four sets of two speed cushions from the bend east of Kearsney Avenue to just east of the Cliffdale Primary School would improve safety for local residents and pedestrians attending Cliffdale Primary School, Willows Children's Centre, Family Centre and Clinic. Please refer to Appendix C for a copy of the proposed speed cushions.
- 4.2 The proposals would decrease traffic speeds within Battenburg Avenue;
- 4.4 The proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life.

5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010."

6. Legal Implications

- 6.1 *Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to pedestrians or other traffic using the highway, 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 proposed TRO must be advertised over a three 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 on whether or not to make the order.

7. Finance Comments

- 7.1 The proposed Battenburg Avenue traffic calming scheme: Option 1 (Install Speed cushions) will cost in the region of £15,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Transport Plan.

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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:

Title of document	Location
Consultation Form	Appendix A
Summary of Consultation Results	Appendix B
Plan of proposed speed cushions	Appendix C

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

.....
Signed by:

APPENDIX A

VOTING FORM

Battenburg Avenue Traffic Calming

What road do you live in? (Please Tick)

Battenburg Ave Randolph Road

Kearsney Ave Kensington Road

Other

What is your house/building name/number?

Please choose your preferred option below and tick the relevant box

OPTION 1 – Speed cushions

OPTION 2 – Do nothing

Additional – volunteer Speed Watch

Additional Comments (if any):-

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.....
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CONSULTATION CLOSING DATE: MONDAY 6th JANUARY 2014

Please return this form using the enclosed pre-paid, self-addressed envelope.

Thank you for taking the time to register your vote!

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ADDRESS:-	OPTION 1: Speed Cushions	OPTION 2: Do Nothing	ADDITIONAL: Speed Watch	COMMENTS:
BATTENBURG AVE				
		1	1	Something has to be done but I don't think speed cushions are not the answer.
		1		Double yellow lines on bend to stop people parking.
	1			With regard to speed watch - as we are both 87 years old we are not able to volunteer for speed watch but we would both welcome the idea of additional speed watch, especially near to our junction of Randolph Road as vehicles have increased their speed at this point when travelling from the North End part of the road towards the Copnor Road end.
	1			Resident's cars park on both sides of Battenburg Ave apart from the area by Cliffdale School/clinic. This reduces the space available to motorists who have to slow down/stop as the room to pass is very narrow. The traffic speed is reasonable.
	1			I do not think speed humps will make any difference. I am constantly moaned at for doing 20. Parking is the problem. I only have 1 car and can never park outside my property.
			1	Absolutely no thank you! My fiesta is a standard car with a very low front end and don't fancy scrapping it on my own road. Parking is bad enough as it is let's not clutter the road even more. I can say hand on heart I have never seen anyone speeding down my road.
			1	How about more signs?
	1			Add residential parking
	1			Would like to see narrow roads such as Lyndhurst, Beaulie etc to be one way with speed cushions. If two cars come from opposite directions there is nowhere for anyone to pull in. This works for Shearer Road so would like this to be proposed for others.
	1			We would be in favour of having speed cushions, our only concern would be the loss of parking.
	1			This might stop people using our road as a 'ratrun' and hopefully slow them down.
	1			Plus would someone please look at a 'crossing' at the London Road end of Battenburg Avenue to Tesco as it is an accident waiting to happen.
	1			My house is situated right on the bend, vehicles always take the bend too fast and they can't see oncoming traffic. I see near misses most days. I also sometimes hear cars being hit due to the bend and sometimes their speed.
	1			Parking is not an issue for us as I have off road parking but vehicles always turn their vehicles around on my driveway and others, brick walls have been damaged and knocked over.
	1			The road itself looks messy due to lots of patches where work has been conducted. Completely re-tarmacking the road will reduce noise and improve appearance.
			1	I am a cyclist. I also have concern about noise and vibration. Please do not put a speed hump outside my house.
			1	The properties to the south side of Battenburg Avenue East of Randolph Road with garages and drives (numbers 38/40/42/44 and 46) find access to their drives very dangerous. This is due to vehicles parking either side of these drives blocking the line of vision (especially vans). Would it be possible to install parking restrictions to that area the same as the North side of Battenburg Avenue to the west of Randolph Road.
	1			Road is a bit of a rat run between London Road and Copnor Road as a cut through. Observed cars at high speed(s) at times and bearing in mind there is a school in Battenburg Avenue to consider.
	1			Battenburg Ave is used as a taxi cut through and they drive at speed in the night. Also people using the clinic and nursery drive at speed, all ignoring the 20mph limit.

Speed cushions is not the answer, it does not slow down vehicles in Farlinton Avenue or other streets. With parking on both sides of the carriageway the speed cushions will allow vehicles to use the outer sides of each cushion thus maintaining speeds in excess of 20mph. What you need is speed cameras and big slow down electronic signs. Worst offenders are Taxis. School transport does not follow the Zig-Zag rule outside of the Willows Nursery School or Clifdale School.

Cushions are bad for motorists, motorcyclists and cyclists and people with bad backs. Also emergency vehicle access. The layout of Battenburg Avenue and current parking areas means it would be very difficult to speed along this road anyway. It would be far better to spend any money allocated for speed humps on re-surfacing the road which is in very poor condition and improving pavement areas which again are in poor condition especially on the north side of the Avenue.

As a resident for some thirty three years at the above address. I am more concerned of the impact of traffic parking for the use of the available clinic/school/nursery. It has become a nightmare to park during the day! With visitors to the above premises, some arriveing at 08:00 and not leaving till gone 18:00hrs this does not help congestion in the road and compromises public safety with buses constantly moving through to add to the safety issues. I believe what would help is 2 hours limit placed on ??? residents visiting the area would go towards traffic issues the residents seek to improve. Make it a One-Way Road as it can be impossible to pass when school buses, vans & dust carts (on Tuesdays) are travelling down the road. As long as the roads on either side are one way the opposite way. Speed bumps would be of no use with the school buses.

I have not heard or seen any speeding vehicles in this road. Fully support traffic calming measures, there are many people who still ignore the 20mph signs with a school and a pre-school, cars should be made to slow down.

No sacrifice of parking space please. With schools and the health centre the road is often completely full of parked cars during the week with residents unable to park.

Pedestrian Crossing required and more school signs to make drivers aware of school and nursery.

As an everyday car user, I can't recall a day when I have managed to get to the end of the road wihtout having to pull over to allow car drivers coming in the opposite direction to give way. I think having the volunteer speed watch or better still the Police up would send a shock to the minority that abuse the speed limit would be satisfactory especially by the S bend.

There have been several cars that have been hit by fast cars on out street.

We live on the bend of and have complained about speeding on our road.

It would benefit having speed cushions.

I am retired and am out and about at all times of the day as a pedestrian and a motorist. I see no reason at all for speed cushions. I have seen very very few cars speeding on this road in the last six years. I would suggest that people who want this are unable to calculate speed accurately. It is impossible for cars to speed at school entry and out times as the buses, coaches drastically reduce the width of the road. Humps also distract drivers who then do not focus on overall conditions. I also object most strongly that every driver will be made to suffer whilst using this road and that in these austere times you propose to waste my taxes on this issue. PLEASE LEARN TO SAY NO!

We have lived here for 29 years and cannot remember any accidents in the road, save for a few knocks to cars. Adding speed ramps will increase the chance of accidents and damage. Speeding is rare in this road and very difficult for anyone to do, if inclined, during the day due to a congested road. The 20mph flashing signs made a difference when installed before coupled with the voluntary use of cameras would benefit the road safety. To improve safety further, addressing the parking hard to the corners of London, Copnor, Kensington roads and the bend in Battenburg Avenue would be an enormous benefit.

Very much in favour. With schools and Medical Centre on this road it should have been implemented years ago.

I acknowledge that several vehicles exceed the statutory speed limit in Battenburg Avenue however I would be interested to see the results of a survey showing the number of vehicles using Battenburg Avenue per day/week/month and of those numbers how many vehicles were speeding.

Depending on the results I may wish to support the introduction of calming measures in the future.

If such a survey has already been undertaken then please provide me with the results. Thank you.

Why can't it be made a 'No Entry' from the junction of Kensington Road/Battenburg Avenue southbound towards Copnor Road

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From the vantage point of this particular address it is abundantly clear that exposure of a wide range of pedestrians to speeding vehicular traffic is at its greatest at this point along the road by virtue of not only the residents accessing at all times their own vehicles parked along the pavement on the north side but also of the continuous arrivals and departures of visitors throughout working to the adjacent school, nursery and clinic who also park here and additionally need to cross to and fro over the road here to the pavement on the south side.

Consequently my humble advice for what it is worth would be to position cushions most usefully of all apposite this address in particular.

If laid in a particularly tightly staggered layout over the southernmost three quarters of the width of the road here (there now constantly being vehicles parked over the northernmost quarter) they could then, as much as possible, preclude vehicles from avoiding the slowing effect of the highest part of the cushions by simply straddling them.

Although there have of course been, but so very rarely, occasions when a fire engine or ambulance has indeed used this road, cushions wider than 'transit' vans should however certainly be employed to cope with the far, far greater number of vans, mini-buses and even trucks regularly observed speeding here. I know you'll agree that traffic speeds here especially should be no more than those more often observed in the City's busiest car parks. One is reminded of the effective humps at the entrance to Gunwharf underground car park, albeit private.

Ideally of course, this road in particular should cease to be a continuous through route between London Road and Copnor Road. This road, like so many others on Portsea Island these days, surely needs best be considered to be a residential access road or just a driveway - as well as also a car park. This one certainly no longer merits being a through road. Could this be considered also please?

Could you inform residents who live opposite schools where the "speed cushions" would be place, would it be before and after the school, so as to lower the car speed before approaching the school gates, as these schools need a different approach to the age and type of children catered for. A 20mph illuminated sign showing speed is a very good deterrent. Extra School car parking would help a lot to make Battenburg Avenue Safer.

We have enough problems in this road now - School traffic. Proposals for another ??? ???? Convenience store and takeaway.

We've lived here since 1975 and until the end of 2012 was a Police officer, and therefore with an interest in speeding issues. In all that time I've never been aware that speeding is an issue in the road. There is a virtually blind bend half way along the road, which forces traffic to slow. Parking of vehicles on both sides of the road also causes traffic to slow.

I would be interested to know of any RTI statistics which could be attributed to excess speed.

Speed cushions are a nuisance to local residence from a noise point of view.

The north side of Battenburg Avenue is nose to tail with parked vehicles virtually 24 hours a day.

Speed watch volunteers would therefore have to stand on the south pavement, which is heavily used by parents with children/pushchairs visiting the school and clinic.

Would like 20mph flashing sign.

Make a one way street.

Already had to have repairs to suspension on my car due to speed humps.

Also have a disabled relative who finds going over the speed cushions very painful and distressing.

I've lived in Battenburg Avenue since 1962 and I was a Police Officer in Portsmouth from 1947 for 30 years. Since the introduction of the 20mph speed limit in this road I have noticed that at least 90% of the cars were doing over 30mph and at least half of these were doing 40mph. I believe the answer is traffic calming.

Battenburg Avenue is used by vehicles as a short cut between London Road and Copnor Road. There is a school down the road and the speed limit is 20mph but we have got vehicles racing down the road at all hours of the day. Vehicles cut the corner coming in to the road from traveling south down Copnor Road. Cars will park on the double yellow lines at both ends of the road. In the 17 years that I have lived in this road the amount of traffic has grown to a horrible level down this road.

It is important for you to take into consideration in your decision making process that children are delivered to our school 3 times a day by minibus. If speed cushions are in place it is essential that they will not harm young children with disability travelling by mini bus.

We would prefer a one way system

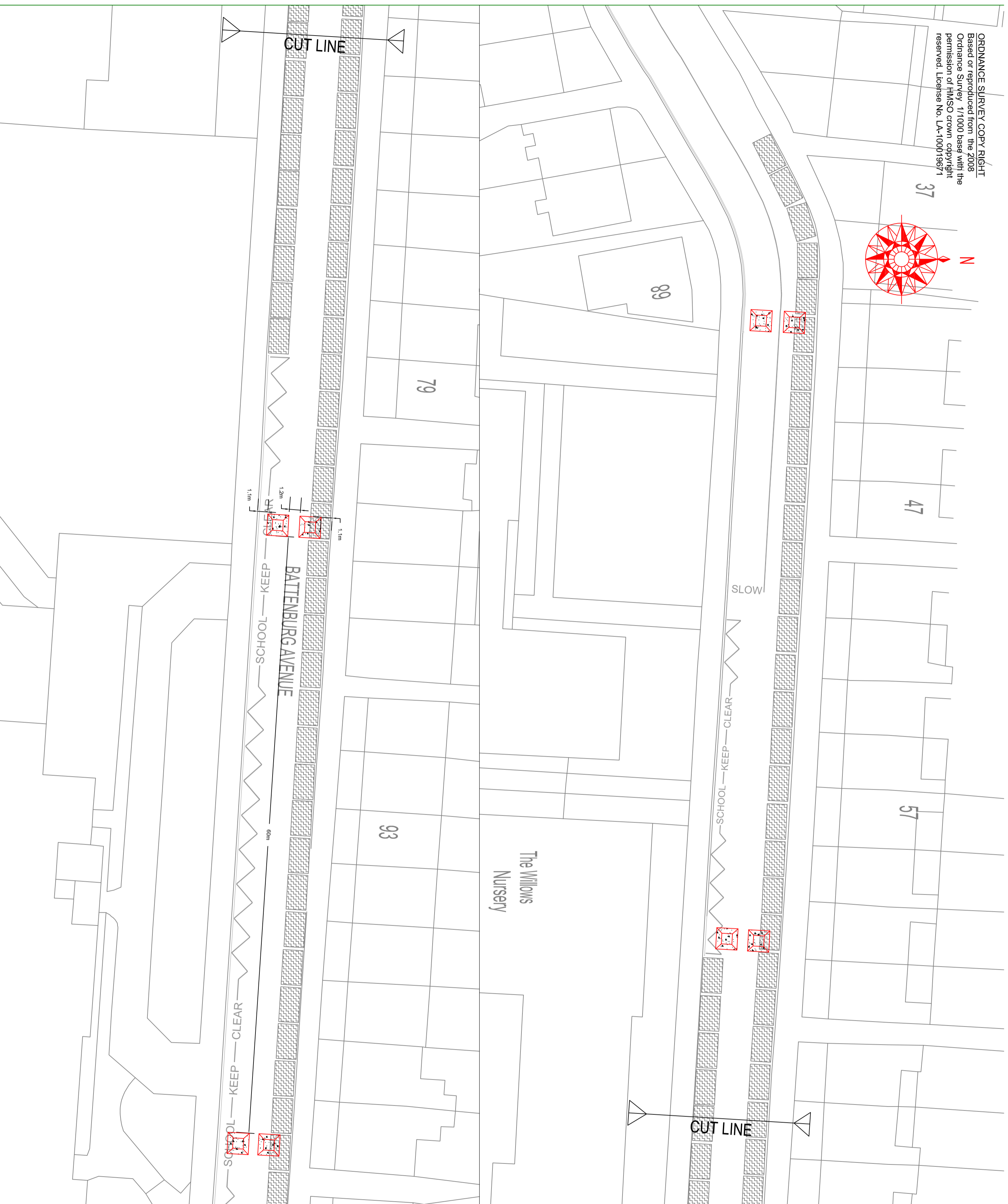
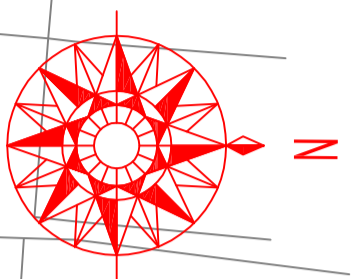
Liability for Cyclists

Speed cushions may help stop drivers using this road as a cut through at high speeds (which happens a lot)

	1			With the number of parked cars speeding is an issue no matter how careful drivers and pedestrians are. I had several near escapes pulling off my driveway, (front facing, not even reversing).
TOTALS	41	31	5	
KEARSNEY AVE				
		1		I don't think the traffic in Battenburg Ave is a problem and don't see any need for traffic calming. I use a cycle and have noticed that motor vehicles tend to travel at speed along Battenburg Avenue. I believe this to be a particular issue around the area where the Avenue bends twice, where visibility is poor and there is also parking. I do sometimes feel unsafe pulling into or out of Kearsney Avenue due to this. However, I do not feel it is sufficient problem to warrant speed cushions at this stage. If speed watchers prove that there is a major problem, though, I would be happy to see speed cushions in future.
		1		
	1	1		Please place the speed bumps on the bend between the Clinic and Kearsney Avenue. Often close to an accident happening on this particular section
TOTALS	1	3	0	
KENSINGTON ROAD				
	1			Do not agree with volunteer speed watch. This is very much open to personal abuse. Not happy about this decision!! Having lived in a road, Oakwood Road, where speed humps were introduced, it is highly unlikely that people will alter their driving habits to accommodate speed humps.
		1		There is enough traffic calming measures with double parking and school crossing markings as it is.
		1		
	1	1		Prevent school & church users parking/stopping dangerously on corners. Double yellow lines on corners. Make school car park larger so residents don't have to time journeys leaving house and returning so they can park without having arguments regularly with school staff that have no respect for residents.
		1		I think it is useful to catch some of those motorists continuously speeding through Battenburg Avenue. Ps I would volunteer to be part of the speed watch group.
		1	1	
TOTALS	2	5	1	
RANDOLPH ROAD				
	1			As a motorcyclist I hate the 'orrible' things but with a school in Battenburg Avenue they may be a "necessary evil"
	1			
		1		We have a 20mph speed limit. I did not think we had any other problems that speed cushions would improve traffic calming.
		1		
	1	1	1	These bumps would help as the speed some people do down this road in excess of 20mph
	1			
		1	1	That traffic should be deterred from using Kensington Road (from Battenburg Avenue to Chichester Road) and Randolph Road (from Torrington Road to Stubbington Avenue) as speedy cut trough's when Copnor Road and London Road are busy.
				At the end of Randolph Road, can anything be done to prevent people parking on the junction of Torrington Road and London Road, opposite cycle World?
	1			The double yellow lines are ignored and ignorant drivers using the cashpoint or post office park there almost continually. It makes accessing Torrington Road hazardous and difficult.
		1		Would like to see a pedestrian crossing at the London Road end of Battenburg Avenue, across to Tesco Express before there is a bad accident.

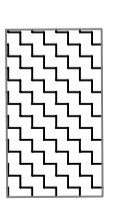



	1	1	As a driver myself of 35 years. I found that the speed clocks in roads telling you what speed you are doing, do make you slow down, with none of the disadvantage. Maybe you could speak to the persons living in number 59, Battenburg Avenue ref: continuous water leaking onto the pavement/road which could cause serious injury/accident in the event of freezing weather conditions.
TOTALS	7	6	2
TOTALS	0	0	0
OTHER			
TOTALS	0	0	0
CALL TOTALS =	51	45	8

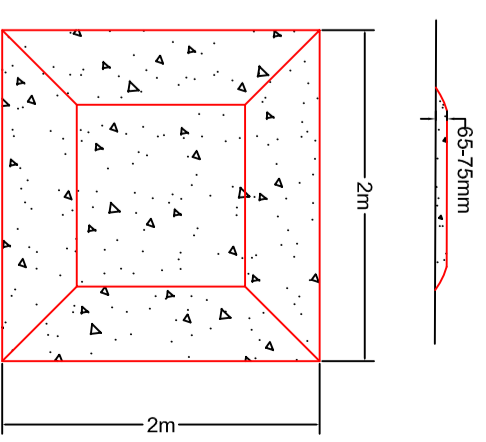
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NOTE: All dimensions to be checked on site prior to commencement of any work
 *** DO NOT SCALE FROM THIS DRAWING ***
 Notify City Engineer of any discrepancies before ordering material

KEY

-  Parked vehicles area
-  New Speed Cushion to be installed
-  Existing road markings to remain
-  New road markings to be installed



Rev	Date	Revision Details (Amended by)	Approve

Project: **Battenberg Avenue Traffic Calming**

Drawing Title
Proposed Construction Traffic Calming Speed Humps

Date	01-2-14	Scale	1:250
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TRANSPORT AND ENVIRONMENT SERVICE

HEAD OF TRANSPORT AND ENVIRONMENT
 SIMON MOON BTCh MBA MHT

Tel No: 023 9283 44
 Fax No: 023 9283 44

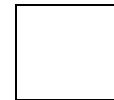
Design Survey by	AQ	Drawn by	AQ	Checked by	SF
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Drawing No	HW1843/001/AQ	Revision No	A
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	SURVEY	DESIGN	WORKING DRAWING
FEASIBILITY		TENDER	AS-BUILT
INFORMATION		CONTRACT	A.1.

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Agenda Item 6



Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 12th March 2014

Subject: Henderson Road Proposed Traffic Calming Scheme

Report by: Head of Transport & Environment

Wards affected: Eastney & Craneswater

Key decision No

Full council decision: No

1. Purpose of report

- 1.1 To consider the proposed options for traffic calming within Henderson Road and submit the options for public consideration and consultation.

2. Recommendations

- 2.1 **That Options 1, 2, 4 and 'Do Nothing' are submitted to residents for consideration for implementation within Henderson Road;**
- 2.2 **That once the consultation has been completed, the results are submitted to the Cabinet Member for Traffic and Transportation portfolio decision meeting for consideration for implementation.**

3. Background

- 3.1 Following a request from several of the Local Councillors, Portsmouth City Council would like to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Henderson Road. Traffic surveys have been carried out within Henderson Road to ascertain if this is an issue with traffic exceeding the 20mph speed restriction implemented within the area.
- 3.2 Henderson Road is a very wide and open road with the majority of properties benefiting from off street parking. The width of the road is approximately 9.75m where the majority of residential roads within the city measure approximately 7.0m. Henderson Road is a long road in length with no give way priorities other than at the entry and exit points at each end. It is straight in nature which affords

good visibility of approaching traffic. It is subject to a 20mph speed limit which was implemented in October 2007 as part of the citywide 20mph speed limit. Since that time, several traffic surveys have been conducted within Henderson Road to detect the average speed of vehicles utilising the area and traffic counts.

- 3.3 Representations have been received from local residents and Councillors who have raised concerns around speeding vehicles travelling along the road in opposite directions. In addition, residents perceive that their road is being used as 'rat-runs' to avoid delays in travelling times.
- 3.4 Traffic surveys to ascertain both the average speeds and 85th percentile speeds were carried out within Henderson Road in November 2013. The surveys recorded average speeds of 23mph and an 85th percentile speed of 29mph for all traffic. This survey was undertaken by Hampshire Constabulary on behalf of the City Council.
- 3.5 An analysis of accident data recorded by Hampshire Constabulary over the 5 year period 07th June 2009 to 01st Sept 2013 indicates that there have been 6 accidents within the area of Henderson Road. Of these accidents 4 have been recorded as 'serious' with the remaining 2 accidents being recorded as slight.
- 3.6 Following the concerns raised, Portsmouth City Council have prepared four potential traffic calming schemes to be considered for consultation with both Local Ward Councillors and residents. They are as follows :-

Option 1 - Proposed construction of gateway and entry treatments within Henderson Road – Entry treatments have been developed for use at side roads so that drivers leaving a major road are in no doubt that they are entering a road of a different character. The proposed design of the entry treatments incorporates the construction of build-outs/pinch-points and areas of coloured carriageway surface. The proposed build-outs create a pinch-point encouraging vehicles to reduce their speeds to negotiate the obstacle. They also provide a safe refuge for pedestrians, improving their visibility of approaching traffic and making them more visible to approaching motorists. The change in coloured surface highlights a pedestrian desire line/crossing point but also creates a perceived traffic calming obstacle encouraging approaching vehicles to reduce speeds. The proposed build-outs will be constructed within the existing double yellow line restrictions. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 2 - Proposed construction of raised tables at the junctions within Henderson Road – The proposed raised tables form a road hump which will occupy the full width of the carriageway in which it is to be constructed. The advantage of this proposal is that the raised table ensures a reduction of vehicle speeds as traffic has to negotiate a vertical deflection and change in height within several locations to travel the full length of Henderson Road. The location of the flat top road humps also assist with pedestrian movements through the area as they improve visibility of pedestrians to approaching traffic and also improve the pedestrians' visibility of approaching traffic. The flat top road humps also allow traffic to park within the vicinity and does not affect the existing on-street parking facilities. The vertical deflection and constant changes in carriageway level prevents vehicles from having a clear area through the area and the opportunity to achieve high speeds in excess of the 20mph speed limit. The proposed build-

outs will be constructed within the existing double yellow line restrictions. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 3 - Proposed construction of priority gateways/chicanes within Henderson Road – The advantage of this proposal is that it does not require a ramp or change of height that is used for a road hump. If a driver slows down enough then the gateway and chicane can be negotiated without discomfort. The chicane allows access for all vehicles although larger vehicles are required to slow down more than smaller vehicles. The priority at these gateways alternates between eastbound and westbound traffic to ensure that vehicles travelling along Henderson Road have to give way to on-coming vehicles. This prevents vehicles from having a clear path through and prevents them from having the available distance to achieve high speeds in excess of 20mph. Unfortunately, this proposal will reduce the number of available on-street parking spaces.

Option 4 - Proposed construction of both gateway and entry treatments and raised tables within Henderson Road - This proposed option will consist of a combination of both Option 1 and Option 2. The proposed build-outs will be constructed within the existing double yellow line restrictions and the road humps will be flat topped. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 5 - That the existing layout of Henderson Road remains unchanged - As part of any scheme proposed by the City Council an option to leave the existing layout of the carriageway must be considered.

4. Reasons for recommendations

- 4.1 Option 3 (priority gateways/chicanes) will have a negative impact within Henderson Road due to the amount of road space required to construct the traffic calming facilities. This will result in an increase in the loss of on-street parking facilities due to the restrictions required to allow the gateways/chicanes to operate. Therefore it is recommended that this option is removed for the proposed consultation;
- 4.2 The proposals would improve safety for local residents and pedestrians within Henderson Road;
- 4.3 The proposals would seek to decrease traffic speeds within Henderson Road;
- 4.4 The proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life.

5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010."

6 Legal comments

6.1 The proposals within the report engage an appropriate consultation exercise and appropriately outline options available- there are no additional legal comments required at this point.

7. Head of finance's comments

7.1 The recommendation of the report are that options 1, 2, 4 & 'Do Nothing' are proposed to residents for consideration for implementation within Henderson Road. All of these options are within the £120,000 budget set aside for the scheme, which includes the ongoing maintenance cost. The costs of the scheme will be funded by the Local Transport Plan.

.....
Head of Transport and Environment

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:

Title of document	Location
Proposed Consultation Area Plan	
Proposed Option 1 - Gateway & Entry Treatments - Drg	
Proposed Option 2 - Raised Table Treatments- Drg	
Proposed Option 3 - Gateway & Chicane Treatments - Drg	
Proposed Option 4 - Gateway/Entry & Raised Table Treatments - Drg	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by Councillor Jason Fazackarley on 12th March 2014.

Signed.....
Cabinet Member for Traffic and Transportation

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Agenda Item 7



Agenda item:

Title of meeting: Traffic and Transport Decision Meeting

Date of meeting: 12th March 2014

Subject: Forecourt Parking on Goldsmith Avenue

Report by: Head of Transport and Environment

Wards affected: Milton & Central Southsea

Key decision: No

Full Council decision: No

1.0 1 Purpose of report

1.1 The purpose of this report is to reaffirm the approach to be taken by the City Council when acting as the local highway authority when giving highway comments with regard to planning applications to create individual private accesses to roads forming part of the strategic road network and the specific approach to be taken to applications for footway crossings in Goldsmith Avenue

2.0 Recommendations

2.1 **That the Local Highway Authority continues to operate a policy to resist the formation of private vehicular accesses to the Strategic Road Network in principle in order to protect the integrity and functionality of the SRN and promote the safety of all road users. There is a Saved Policy (DC26) from the previous Local Plan (2001-2011)**

2.2 **That the Local Highway Authority depart from policy in respect of the section of Goldsmith Avenue east of the junction with Ruskin Road where it is likely that no highway objection will be raised in principle to planning applications seeking permission to form individual private vehicular accesses subject to there being no over-riding highway safety concerns.**

3.0 Background

3.1 For many years there have been requests to the City Council from residents who live on Goldsmith Avenue between Milton Road and Winter Road to be given the ability to have dropped kerbs and park on their forecourts. Some properties on Goldsmith Avenue already have dropped kerbs, allowing vehicular access to forecourts. In other cases, permission has been applied for and refused.

- 3.2 In October / November 2013 the residents of Goldsmith Avenue between the junctions of Milton Road and Winter Road were canvassed to establish the demand for such additional accesses. Residents of nine properties expressed an interest in forming such accesses and one resident wrote in opposition to the notion citing concerns regarding visibility for emerging vehicles being obstructed by on street parking and the consequent potential reduction in on street parking opportunities.
- 3.3 Goldsmith Avenue is a classified road (A2030) subject to a 30mph speed restriction and forms part of the primary road network in Portsmouth. All primary routes comprise an A road or sequence of A roads, forming a continuous route between two primary destination with the primary function being to provide 'large-scale transport links within or between areas'. The accessibility of such primary routes is established in EU Directive 89/460/EC, which requires that the primary road network must provide unrestricted access to 40 tonne vehicles.
- 3.4 In order to preserve the functionality of the route, primary roads do not generally facilitate individual frontage access although in urban areas such primary routes must often provide a multifunctional purpose.
- 3.5 The formation of access to classified roads is formally controlled through planning legislation with planning permission being required to authorise the creation of such accesses.
- 3.6 If an application was submitted to create a vehicle access off a classified road then the local highway authority would be consulted and asked to give a view on the proposal. These comments together with other comments would be considered by the planning authority and a report with an officer recommendation would be made to the Planning Committee. The application would be considered against adopted policies, a decision could be made that was contrary to these policies if there was good reason to do so. In this case if there was no highway safety reason to accord with policy then planning permission should be granted. For those applications which are refused planning permission, an appeals process exists through the Secretary of State for Environment where an independent decision would be made following a site inspection.
- 3.7 Planning applications for the formation of access to primary roads forming part of the strategic road network have historically been resisted in principle by the City Council acting as the local highway authority in order to preserve the integrity of the SRN and promote the safety of all road users. Exceptions have been made where the site benefits from on-site turning and there are no concerns for highway safety.
- 3.8 Goldsmith Avenue has a wide single carriageway with wide pedestrian footways on either side. It provides access to a number of local access roads via simple major / minor junction arrangements with frequent signal controlled crossing facilities for pedestrians. The junction with Fratton Way features a roundabout

and the Winter Road / Priory Crescent junction is signalised with enhanced provision for cyclists.

- 3.9 Bus stops are provided both in laybys and on street and local bus service numbers one and thirteen operate along Goldsmith Avenue providing a 10 minute frequency service to Fratton Station / Fratton Park throughout the day reducing to a 30 minute frequency in the evenings.
- 3.10 An automatic traffic counter installed in Goldsmith Avenue at the Milton Park frontage between the 1st and 6th November 2013 measured 50837 vehicle movements finding an average speed of 18mph and 85th percentile speed of 25mph. Speeds were observed to reduce during peak periods indicating a degree of congestion although the 85th percentile speed was not found to fall below 20mph for any individual hour suggesting that congestion is not so severe as to bring traffic to a halt for any appreciable period of time.
- 3.11 To the west of the Fratton Way junction there is very limited residential development fronting Goldsmith Avenue and parking is restricted by double yellow lines exception a section fronting the sidings at Fratton Station.
- 3.12 To the east of the Fratton Way junction the frontage properties are largely residential although there is a pocket of commercial development on the south side opposite the Ruskin Road junction. None of the residential properties between Fratton Way and Ruskin Road have direct vehicular access to Goldsmith Avenue rather are served via a rear parking court.
- 3.13 To the east of Ruskin Road a significant number of the residential properties do have direct vehicular access to Goldsmith Avenue these being peppered along the road, although there are no such accesses on the north side of the road at the Milton Park Frontage. The existence of these off street parking facilities practically increases the parking opportunities for residents as vehicles are able to be accommodated both within the property curtilage and across the accesses.
- 3.14 There have been six recorded crashes In Goldsmith Avenue between the junctions of Ruskin Road and Milton Road in the three year period 2010 – 2012 as detailed below:

Incident Date	Severity	No of Vehicles	No of Casualties
08/11/2012	Slight	2	1
26/01/2012	Slight	1	2
29/12/2011	Serious	1	1
28/09/2011	Slight	2	1
25/10/2010	Slight	3	2

17/04/2010	Slight	1	1
Totals		10	8

Each of these incidents seems to have been random in nature and not specifically related to the use of individual vehicular accesses to Goldsmith Avenue. This indicates that the obstruction of visibility for emerging vehicles by cars parked on the highway does not result in injury accidents practically.

3.15 Along Goldsmith Avenue between Winter Road and Milton Road there are currently 10 properties with vehicle cross overs.

4.0 Reasons for recommendations

4.1 Whilst the policy approach applied to roads forming part of the strategic network is sound, planning decisions must be made on the basis that harm would be caused if the policy was not complied with. In this case the proliferation of individual private vehicular accesses to the east of the Ruskin Road junction and absence of crash record associated with the use of these accesses is such that there would be no harm caused by departing from policy. Therefore a refusal of planning permission for the creation of further individual private accesses on this section on the grounds of it being contrary to Policy alone is unlikely to be sustained in the event of an appeal. In the event of planning permission for an access being granted on appeal the council could not then unreasonably frustrate the implementation of that permission for example by refusing to allow the construction of a footway crossing. In this light, on balance a pragmatic approach is recommended allowing the departure from the policy position in the event of requests from residents to form private vehicular accesses on this section of Goldsmith Avenue as harm to highway safety could not be demonstrated.

5.0 Equality impact assessment (EIA)

5.1 The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation.

5.2 An initial screening exercise has been undertaken which identified a potential negative impact on those with disabilities or mobility impairments which would arise in the event that the width of the available footway was compromised should parked vehicles extend beyond the property curtilage and obstruct the footway. This is a relevant consideration to be taken into account when

assessing individual proposals and would be mitigated by only permitting this approach where there is sufficient parking space within the respective properties to prevent a parked vehicle overhanging the public highway.

6.0 Head of legal services' comments

- 6.1 The determination of individual planning applications is a matter for the Planning Committee or officers to whom the responsibility has been delegated. Each application has to be determined on its own merits and in accordance with the core strategy, unless material considerations indicate otherwise.
- 6.2 The separation of functions between the executive role and regulatory responsibilities of the Council is established through the Local Government Act 2000. The determination of planning applications is a regulatory function.
- 6.3 Individual members of the Council may support individuals who wish to apply for permission; if a member chooses to support an applicant, such support would be seen to be undertaken in a personal capacity, and would create a personal interest leading to a presumption of bias on that member's part. Having chosen to support the applicant (or object) the member could not then participate in any decision-making relating to the matter.

7.0 Head of finance's comments

- 7.1 The cost of creating a vehicular access would fall to the respective property owner and therefore this decision has no consequence for the public purse.

.....
 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:

Title of document	Location

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

.....
Signed by:

Agenda Item 8



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Traffic and Transportation
Date of meeting: 12th March 2014
Subject: Southsea Town Centre Improvements: Osborne Road
Report by: Head of Transport and Environment
Wards affected: St Judes
Key decision: No
Full Council decision: No

1. Purpose of report

To approve the details of the proposals for consultation and implementation.

2. Recommendations

The proposals concerning Southsea Town Centre (Osborne Road, Palmerston Road) as contained within this report and shown in the drawing numbered HW1817/002/AQ are approved for consultation and implementation

3. Background

June 2013 Consultation

In summer 2012, Portsmouth City Council was awarded £5m through the Local Sustainable Transport Fund to deliver a range of sustainable transport improvements within the City, including the regeneration of Osborne Road completing the second phase of the original plan for Southsea.

In order to continue to make Southsea a success, it is essential that investment is made to aide economic growth and encourage footfall to the area. In June 2013, Portsmouth City Council (PCC) undertook consultation to gather opinion from local residents, visitors, stakeholders and any other interested parties on the proposals for Osborne Road / Palmerston Road. The consultation sought to enable residents and businesses to work together to shape the future of the area, to ensure that the investment that is made within the area is directed in an appropriate way to further promote growth.

The consultation included the following elements:

- Drop-in consultation event at St Jude's Church;

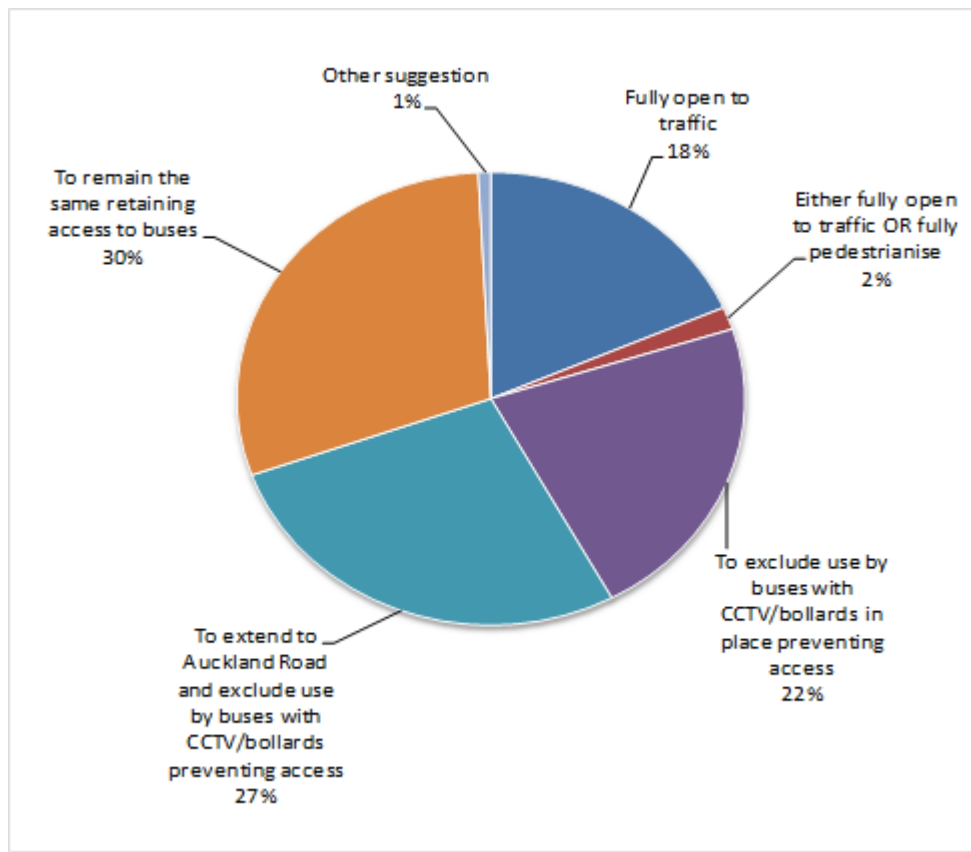
- Mobile exhibition in Palmerston Road precinct;
- Leaflet outlining the proposals with attached feedback form (available online, at consultation events and at Southsea Library) – see Appendix A; and
- A dedicated consultation page on PCCs website

A total of 6,000 leaflets/feedback forms were distributed during the consultation period. A total of 581 interested parties submitted feedback forms (either online or by hard copy).

Respondents were then asked for their opinion on improving the current scheme in Palmerston Road and were asked to state a preference between:

- Leaving the scheme as it is and retaining access for buses (and access for loading between 6am and 11am);
- Excluding buses in the pedestrian area with CCTV/bollards placed to prevent access (although access for loading would be permitted between 6am and 11am); or
- Extending the pedestrianised area to Auckland Road and exclude use by buses with CCTV/bollards placed to prevent access (although access for loading would be permitted between 6am and 11am).

The findings show mixed opinion from respondents. Of the 499 respondents providing a response to the question, around 30% stated that the scheme should be left as it is currently, retaining access for buses. Around 27% felt that the pedestrianised area should be extended to Auckland Road, and around 22% stated that bus use should be excluded from the current pedestrianised area. In addition, just under 20% stated within their answer that the road should revert to its previous form and be fully open to traffic.



Base: 499 respondents providing an answer to the question.

4 respondents provided other suggestions as a preference for the road, these were:

- Open to one way traffic – 2 respondents;
- Either fully pedestrianise OR open to one way traffic – 1 respondent; and
- Open to buses, lorries and taxis – 1 respondent.

The issue of Palmerston Road South was discussed at Full Council on 15th October, and Council resolved that:

"The City Council therefore asks the Cabinet to work with the bus operators to find alternative routes for buses so they do not use Palmerston Road (south), a road where there are no bus stops, and requests the Cabinet to bring forward a report on the possibility of full pedestrianisation of the road with a physical barrier across it from 11am each day."

The report was received at Cabinet on 21st January 2014, resolved, inter alia:

That Members note the extensive consultation that has been undertaken regarding the Southsea Retail area, and the analysis of the current operation of the Palmerston Road scheme

That Members note the action required to facilitate full pedestrianisation of Palmerston Road with a physical barrier across the road at 11am each morning

Details of the Proposals

The details of the proposals can be seen in the attached scheme drawing numbered HW1817/002/AQ and comprise:

In Osborne Road:

- Minimum footway widths of 2.0m (where achievable), this width will safely and comfortably accommodate 2 pedestrians side by side.
- Minimum carriageway of 7.0m (there is a short section between Elphinstone Road and Serpentine Road that is 6.2m wide), this will permit 2 buses to pass one another safely.
- The pedestrian crossing to the east of Palmerston Road is relocated slightly westwards to meet observed pedestrian desire lines.
- New bus stop layouts with improved access for both vehicles and for passengers (no TRO required).
 1. The bus stop cage opposite Debenhams will be longer and slightly angled to improve visibility sightlines and vehicle manoeuvring.
- New footway paving (to match the rest of Osborne Road) outside Debenhams.
- New paving, pedestrian facilities and planting at the junction of Clarence Parade and Osborne Road (n.b. no changes to kerblines at this location).
- New street lighting units on existing columns (No TRO required).
- Low level planting at appropriate locations in Osborne Road.
- Improved wayfinding with the introduction of facilities that will correlate with city wide information.
- New informal pedestrian crossing points at the following locations (No TRO required):
 - Outside 24 Osborne Road
 - Outside 46 Osborne Road
 - Outside 68 Osborne Road
- The introduction of buff coloured tactile paving at the junctions in Osborne Road with: Ashby Place; Netley Road; Clifton Road; Nightingale Road; Shaftesbury Road; Ashburton Road; Elphinstone Road and Portland Road. The tactile paving will provide a "cue" for visually impaired pedestrians highlighting the crossing location and providing directional guidance.
- The taxi rank will remain approximately in its current location, but will be reduced in length by approximately 4m (TRO required), to accommodate the zig-zags for the zebra crossing.
- The carriageway surfacing at the junction of Osborne Road with Clarence Parade will be reddish asphalt. This type of treatment will also be introduced at the junction with Palmerston Road.

In Palmerston Road:

- The introduction of manually operated barriers (to be opened at 6.00am and closed at 11.00pm) to prevent access in Palmerston Road (one at junction with Osborne Road one at junction with Villiers Road. The emergency services will be provided with keys) (TRO mentioned above applies).
- Renovation of stone planters from Palmerston Road
- One way working in Palmerston Road - will require a Traffic Regulation Order.
 - Northbound with left turn only out of Palmerston Road onto Osborne Road, this will make it simpler for pedestrians during periods that the road is open for deliveries as they will only have to negotiate traffic in one direction. Introducing a "no right turn" at the junction will reduce potential conflicts for delivery vehicles at the relocated zebra crossing.

Forward programme

It will be possible to start the tender process towards the end of March and could take a minimum of 12weeks to complete. When the contract has been let, construction will then proceed along Osborne Road with a period off site during June /July when the D-Day celebrations and Food Festival are in progress.

Elements of the proposals associated with Palmerston Road (the road closure, one way working) will require the advertising of a Traffic Regulation Order and therefore implementation of these elements will follow once these statutory processes have been completed.

The provisional forward programme is as follows:

January – March 2014	Complete detailed design
12 th March	T & T meeting
February 2014	Contractor meeting and set up.
February 2014	Road Safety Audit
February – March 2014	Statutory Undertakers diversions.
March 2014	Commission relevant traffic order amendments.
March – June 2014	Tender process. Phase 1 Construction site works can commence at the junction with Clarence Parade.
June 2014	D-Day celebrations
July 2014	Southsea Food Festival
August – December 2014	Phase 2 Construction site works

4. Reasons for recommendations

The scheme proposals will provide an improved connectivity for walking, cycling and public transport and the enhanced street scene for Southsea town centre will assist revitalisation.

The scheme proposals have been the subject of extensive consultation, and have been modified to address a substantial number of the concerns raised by consultees.

5. Equality impact assessment (EIA)

The proposals are deemed to have positive, or no equality impacts.

The proposals have been discussed at meetings of the Portsmouth Disability Forum. As a result amendments have been made to ensure there are not any negative impacts or try to mitigate where possible the impacts if they exist, for example: the kerb heights at the junction with Palmerston Road have been re-designed to provide an appropriate reference for visually impaired pedestrians and blind people who use a guide dogs, the extent of the raised kerb at the bus stops will be increased to cover the whole length of the stop thus improving access for people in wheelchairs and street furniture locations reviewed to maintain a clear route along the foot ways.

6. Legal Implications

The Council has powers under the Highways Act 1980 to carry out the works comprising the Osborne Road/Palmerston Road improvement scheme.

The Council is required under section 23 Road Traffic Regulation Act 1984 to: publicise a notice of its intention to move the zebra crossing east of Palmerston Road;

consult the chief officer of police; and
inform the Secretary of State in writing

The Council has power to make a traffic regulation order (TRO) under the Road Traffic Regulation Act 1984. In making a TRO the Council is required to comply with the procedural obligations contained in Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996

The Council may make a TRO for any of the following reasons:

Avoiding danger to people or traffic.

Preventing damage to the road or to buildings on or near the road.

Facilitating the passage of traffic (including pedestrians).

Preventing the use of the road by unsuitable traffic.

Preserving the character of a road, especially where the road is suitable for walking or horse riding.

Preserving or improving the amenities of the area through which the road runs. In relation to air quality, for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995.

In selecting a contractor to carry out the works, the Council is required to undertake a procurement process in accordance with the City Council's Contract Procedure Rules, at Part 3A of the constitution. The Council is also required to comply with the Public Contracts Regulations 2006 and applicable EU law.

The Portfolio Holder has power under Part 2 Section 3 of the Council's Constitution to approve the recommendations set out in this report. The Head of Transport and Street Management has delegated authority under Part 2 Section 5 B of the Constitution to implement the recommendation to make a TRO, subject to compliance with the statutory procedural requirements..

7. Finance Comments

The proposed Southsea town centre improvements to Osborne Road will cost in the region of £780,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Sustainable Transport fund grant awarded to the City from the Department of Transport.

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Signed by:

Appendix: Osborne Road regeneration draft proposals plan.

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
nil	

The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected by the Cabinet Member for Traffic and Transportation on 12 March 2014.

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Signed by: **Councillor Jason Fazackarley**

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