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# NOTICE OF MEETING

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 24 JULY 2014 AT 10.00 AM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Lucy Wingham, CCDS Tel: 9283 4662

Email: [lucy.wingham@portsmouthcc.gov.uk](mailto:lucy.wingham@portsmouthcc.gov.uk)

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Ken Ellcome (Conservative)

### Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Ken Ferrett, Labour

Councillor Stuart Potter, UK Independence Party

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(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](http://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 **Central Southsea Residents' Parking Schemes: MB Zone and MC Zone**  
(Pages 1 - 6)

The purpose of the attached report by the Head of Transport & Environment is to report on the requirements for amending/revoking the MB and MC residents' parking zones in Southsea on an initially temporary basis.

**RECOMMENDED:**

- (1) That the Portfolio Holder for Traffic & Transportation reconsiders the decision of MB and MC zones based in particular on comments made and issues raised in the Cabinet report of November 2013.**
- (2) That should the decision be to change the scheme, the following immediate action is taken to effect changes to the MB and MC residents' parking schemes:**
  - (i) An Experimental Traffic Regulation Order is implemented to:**
    - a) revoke the MC zone parking restrictions and;**
    - b) amend the operating times of MB zone to 8am - 6pm Monday to Friday.**
  - (ii) That no further action is taken in response to the survey conducted in May 2014 of the areas around MC Zone (to be revoked as part of this recommendation).**

**4 Southsea Town Centre Improvements: Osborne/Palmerston Road (Pages 7 - 24)**

The attached report by the Head of Transport & Environment reports on the requirements to progress the schemes at Osborne Road and Palmerston Road as part of the Southsea Town Centre improvements.

**RECOMMENDED**

- (1) For the Portfolio Holder for Traffic & Transportation to approve the commencement of works in Osborne Road.**
- (2) For the Portfolio Holder for Traffic & Transportation to consider the options presented in this report by officers for Palmerston Road.**
- (3) For the Portfolio Holder for Traffic & Transportation to confirm which option is to be taken forward for Palmerston Road.**
- (4) To agree relevant TROs associated with preferred option for Palmerston Road.**

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

The attached report by the Head of Transport & Environment reviews the outcome of the consultation results for the proposed option for traffic calming within Henderson Road and seeks to confirm the way forward.

## **RECOMMENDED**

- (1) That the consultation survey results are submitted to the Portfolio Holder for Traffic & Transportation, Opposition Councillors and ward Councillors to confirm that following consideration a safety improvement scheme will not be implemented immediately.**
- (2) That the decision to implement a safety scheme in Henderson Road is deferred for this Traffic and Transportation meeting due to the varied responses received from the residents on the options provided and which will need further discussion between Officers, the Portfolio Holder for Traffic & Transportation and Ward Councillors.**
- (3) That Option 5, keep as existing, is maintained at Henderson Road but 2.2 above is completed immediately to provide a hybrid safety option proposed based on:**
  - A) The total results received from the public votes to implement one of 4 of the options for a safety scheme which exceeds the do nothing option.**
  - B) The expectations that have been raised to the residents following the detailed consultation that has occurred to date.**
  - C) The problem with a small amount of vehicles driving at excessive speeds in the road.**
- (4) That the entrances at both eastern and western ends of Henderson road are reviewed and improvements identified to coincide with a hybrid safety option to reduce traffic speeds. These designs will be based on the designs already submitted to residents within the area for consultation purposes**
- (5) That the relocation of the existing signage is considered to improve visibility of the implemented speed restrictions within Henderson Road and consideration is given to provide more prominent placing of 20mph speed roundels on the carriageway surface at the entrances for Henderson Road.**

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# Agenda Item 3



Portsmouth  
CITY COUNCIL

Agenda item:

**Decision maker:** Portfolio Holder for Traffic & Transportation

**Subject:** Central Southsea residents' parking schemes:  
MB zone and MC zone

**Report by:** Head of Transport and Environment

**Wards affected:** Central Southsea

**Key decision (over £250k):** No

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## 1. Purpose of the report

To report on the requirements for amending/revoking the MB and MC residents' parking zones in Southsea on an initially temporary basis.

## 2. Recommendations

**2.1 That the Portfolio Holder for Traffic & Transportation reconsiders the decision of MB and MC zones based in particular on comments made and issues raised in the Cabinet report of November 2013.**

**2.2 That should the decision be to change the scheme, the following immediate action is taken to effect changes to the MB and MC residents' parking schemes:**

**2.2.1 An Experimental Traffic Regulation Order is implemented to**

- a) revoke the MC zone parking restrictions and;
- b) amend the operating times of MB zone to 8am - 6pm Monday to Friday.

**2.2.2 That no further action is taken in response to the survey conducted in May 2014 of the areas around MC Zone (to be revoked as part of this recommendation).**

## 3. Background

3.1 The introduction of the MB Orchard Road Area in November 2011 had a significant adverse effect on the adjacent roads in terms of displaced parking (the southern end of Talbot Road, Bramble Road, Ventnor Road and Shanklin Road in particular), whilst over 300 parking spaces were left unused each day.

3.2 More than 200 emails, petitions and letters that were received from residents affected by the MB zone prompted funding to be sought for a survey to be carried out in 2012. The results of that survey were largely inconclusive but showed a

small majority in favour of a residents' parking scheme. (The results are available on Portsmouth City Council's website - search 'previous permit surveys').

3.3 Whilst no action was taken at that time, a number of residents adjacent to the MB zone continued to campaign for a parking scheme or an amendment or revocation of the MB zone.

3.4 In November 2013 Cabinet received a paper proposing to extend the MB zone southwards and provide scratch cards to residents west of the extended zone. If this proposal was agreed, the requisite Traffic Regulation Order would be advertised, as required by the legislation.

3.5 The November 2013 paper highlighted the following concerns held by Officers:

- a) The officer recommendation had been to amend and reduce the operating times of the existing MB zone to reflect the needs of residents of the surrounding roads whilst maintaining the original objectives of the scheme. This would have improved parking availability for residents of surrounding roads when it is most needed in the evening. However, it was highlighted in the report that Ward Members did not support this view, and favoured extending the existing boundaries of the MB.
- b) That extending the scheme to include roads further south would highly likely have the same overspill impact on roads adjoining the revised scheme boundary, and have the potential to cause displacement to other residents rather than addressing it. This would be likely to result in complaints from residents of Southsea and Eastney requesting the Council take action in their area to address the overspill issue.

3.6 As a result of the November 2013 paper and the displacement issues it could create, as highlighted by Officers, Cabinet Members took the decision in January 2014 that a new residents' parking scheme would be proposed for the area south of the existing MB zone, to be called MC zone, operating as Permit Holders Only for a 2-hour period per day. The purpose of the MC zone was to counter the effects of displacement parking from the MB zone and the number of vehicles associated with housing in multiple-occupation / temporary residents.

3.7 The MC zone was introduced in April 2014, and at the same time a questionnaire was sent to nearly 6300 properties surrounding the MB and MC zones, in response to concerns over displacement parking effects.

#### **4. Reasons for the Recommendations.**

4.1 Questions have been raised about the spread of residents' parking zones into areas of Southsea and Eastney that previously have experienced minimal parking problems, and have previously indicated they do not want parking restrictions.

- 4.2 The introduction of the MB zone and the subsequent extension to MC zone had a disproportionate effect on the adjacent area and those living there. The risks had been highlighted within the November 2013 Cabinet paper.
- 4.3 The housing stock in this area has narrow frontages and few off-street parking facilities, allowing less than 1 parking space per property frontage. Therefore changes to parking arrangements have a significant impact on adjacent roads.
- 4.4 The causes of parking problems are regularly cited as displaced parking from the MB zone and now the MC zone (including vehicles not entitled to permits there, residents not wishing to purchase permits for 2<sup>nd</sup> vehicles and commercial vehicles) along with the extent of student and multiple-occupancy accommodation in the area resulting in several vehicles per household.
- 4.5 Prior to, and following the implementation of the MC zone, residents expressed concerns about vehicle displacement into already-congested residential roads adjacent. The survey carried out following the Cabinet decision in March 2014 on the areas adjacent to MB and MC zones cost approximately £5575.00 and involved 6253 households. To put this into context, the MB zone has 1013 households the MC zone has 1940. Between 14% - 27% of the questionnaires were returned per area.

## **5. Requirements to implement the Recommendations.**

If it is decided to amend the scheme, the following actions are proposed:

- 5.1 The 478 signs within the MC zone are either covered or removed.
- 5.2 Residents and businesses within the MC zone are advised in writing that;
- a) The parking restrictions are not applicable from a specified date;
  - b) Refunds for permits will be arranged if the restrictions are to be permanently revoked;
  - c) Public consultation will take place simultaneously, and that any comments should be made in writing.
- 5.3 The 327 signs within the MB zone be replaced to reflect new operating times.
- 5.4 Residents and businesses within the MB zone are advised in writing that;
- a) the parking restrictions will be changing from a specified date;
  - b) refunds will be arranged for any permits not likely to be required if the restrictions are to be permanently changed;
  - c) Public consultation will take place simultaneously, and that any comments should be made in writing.

## **6. Equality impact assessment (EIA)**

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

## **7. Head of Legal Services' comments**

- 7.1 An Experimental Order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 7.2 Unlike a permanent order an experimental order can only stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date there is a 6-month public consultation that allows representations to be submitted based on experience of the traffic scheme in operation.
- 7.3 It is possible for the Head of Service to modify or suspend an experimental order whilst it is in operation, from which a further 6-month consultation period must begin. Between 6 - 18 months the Council can arrange to make the effects of the order permanent, giving due consideration to any comments / objections made during the public consultation period, to revoke the experimental order or to let it lapse (whereby the restrictions revert to the effects of the permanent order in place).

## **8. Head of Finance's comments**

- 8.1 The proposed Experimental Traffic Regulation Order will cost in the region of £2,500 to advertise and communicate. This will be funded from the On street cash limited budget and will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.
- 8.2 The amount of income generated from scratch cards and permits over a year from the MC zone is in the region of £49,000. By revoking this scheme this contribution to the running costs of residents parking zones will be lost. The amount of civil enforcements officers currently employed by the City Council will not be reduced as a result of the scheme being revoked. The overall effect will be that the surplus currently generated from all on street activities will be reduced by £49,000.
- 8.3 Covering or removing the 478 signs within the MC zone would cost in the region of £1,000 to £2,200 respectively. This will be funded from the On street cash limited



budget and in effect will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.

- 8.4 Amending the operating times of the MB zone (currently 24 hours per day, 7 days a week) to 8am - 6pm Monday to Friday may have a negative financial impact. Current annual income from the sale of scratch cards and permits is around £38,000. The amount of income derived from the sale of permits is £15,900, and £22,100 from scratch cards. It is likely that the sale of scratch cards will fall with reduced operating times meaning the need for them is not mandatory. The amount of permits sold may be affected and thus the exact amount is hard to quantify at this point. The amount of civil traffic enforcement officers employed by the City Council will remain unaffected, but the amount of enforcement time required for this scheme will be reduced enabling the enforcement team to cover other areas in the City.
- 8.5 Replacing the 327 signs within the MB zone would cost in the region of £8,200. This will be funded from the On street cash limited budget and in effect will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.

.....  
 Signed by Head of Transport & Environment Service

**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. Cabinet report 4 <sup>th</sup> November 2013 2. Cabinet Report January 2014 3. Cabinet report March 2014	Portsmouth City Council website - <a href="http://democracy.portsmouth.gov.uk/uuCoverPage.aspx?bcr=1">http://democracy.portsmouth.gov.uk/uuCoverPage.aspx?bcr=1</a>

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

.....  
 Signed by Portfolio Holder for Traffic & Transportation

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# Agenda Item 4



Portsmouth  
CITY COUNCIL

Agenda item: **4**

**Decision maker:** Portfolio Holder for Traffic & Transportation

**Subject:** Southsea Town Centre Improvements:  
Osborne / Palmerston Road

**Report by:** Head of Transport and Environment

**Wards affected:** St Jude

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

## 1. Purpose of report

To report on the requirements to progress the schemes at Osborne Road and Palmerston Road as part of the Southsea Town Centre improvements

## 2. Recommendations

- 2.1 For the Portfolio Holder for Traffic & Transportation to approve the commencement of works in Osborne Road.
- 2.2 For the Portfolio Holder for Traffic & Transportation to consider the options presented in this report by officers for Palmerston Road.
- 2.3 For the Portfolio Holder for Traffic & Transportation to confirm which option is to be taken forward for Palmerston Road.
- 2.4 To agree relevant TROs associated with preferred option for Palmerston Road.

## 3. Background

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 and Palmerston Road completing the second phase of the original plan for Southsea.

### **June 2013 Consultation – Retained from previous Traffic & Transportation Meeting**

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.

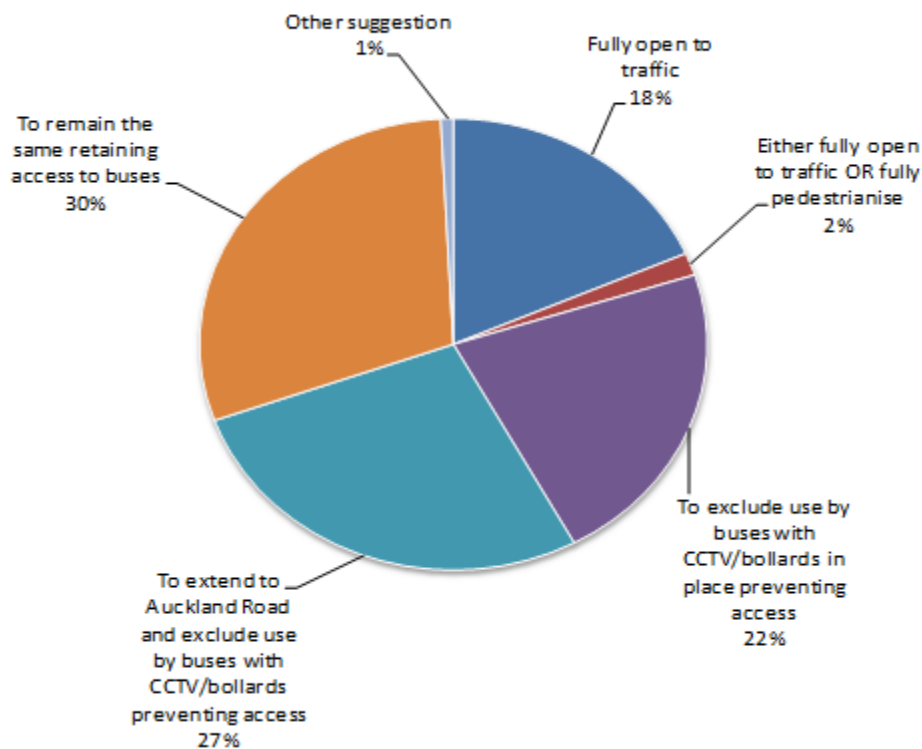
The consultation included the following elements:

- 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).



Base: 499 respondents providing an answer to the question.

Four 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."

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.

### **June 2014 Change of Members and Review of options.**

Following the local elections, the new administration has expressed a wish to reopen Palmerston Road one way, south to north from Villiers Road to Osborne Road. This would be as a 12 month experiment after which a further consultation will take place with residents and businesses. It is also proposed to introduce parking and loading bays.

The rationale of the new administration for this decision is the on-going debate regarding the original consultation and whether the option for opening to one way traffic was included so that consultees could have their say on this aspect. The timescale for this depends on the legal process for reversing the closure which officers are currently reviewing.

The original proposals were to close off Palmerston Road with gates to fully pedestrianise the area and only allow loading between 7am and 11am.

Shared space schemes tend to generate divided opinion and this has been expressed by the local community. Both positive and negative views have been sent to Officers on the Pedestrianisation of Palmerston Road.

### **Details of the Proposals**

The details of the new administration's proposals can be seen in the attached scheme drawing numbers HW817/002/AQ Rev D (for Osborne Road) and HW817/002b/AQ Rev D (for Palmerston Road Option 1) and HW817/002a/AQ Rev D (for Palmerston Road Option 2) which comprise the following:

#### **For Osborne Road**

- Completion of footway widening works as previously agreed along certain parts of Osborne Road.
- Installation of landscaping in specific areas along Osborne Road e.g. junction at Queens Hotel.
- Reduce zebra crossing zig zag markings, whilst maintaining visibility and safety for pedestrians, which will provide space to install a bus shelter on eastern side of the Palmerston Road junction
- Retention of bus layby outside Natwest rather than the build out that was previously agreed.
- Retention of two bus stops rather than one that was previously agreed, albeit move the eastern bus stop closer to the junction of Palmerston Road if loading bays are provided in Palmerston Road for Option 2.
- Relocate existing bus shelter on Osborne Road (west of Palmerston Road) and move it to the eastern bus stop for Palmerston Road Option 2.

Provide a new bus shelter for the western bus stop. For Palmerston Road Option 1 a bus shelter on Osborne Road east would not be possible due to the loading bay required.

- Decorative lighting enhancements fitted to all lamp columns
- Review of taxi rank provision
- Accommodation works at the junction of Palmerston Road only if Palmerston Road option 2 is the confirmed option
- Review of parking arrangements for doctors parking.

### **For Palmerston Road:**

The new administration have requested a review of the Palmerston Road scheme. The Portfolio Holder for Traffic & Transportation is invited to consider members for the following options.

#### **Option 1**

- Full Pedestrianisation of the road with a physical barrier across it from 11am Monday to Friday and from 9am Saturday and Sunday.
- Deliveries only possible between 7am and 11am Monday to Friday and between 7am and 9am Saturday and Sunday.
- Opening of gates to be managed by PCC.
- Adequate signage to be provided to South of Palmerston Road to prevent large vehicles from accessing the road (out of the loading hours) due to limited access and turning opportunities.
- Introducing a 'no right turn' at the top of Palmerston Road with the junction of Osborne Road.
- **Approximate cost of £15,000 (gates and signs) however maintenance costs will also need to be considered to manage the gates and maintain the planters.**

The pros for Option 1 are the improved safety of pedestrian access from local bars and shops in the area. The gates once closed will improve the ability for local establishments to enhance their frontages and provide an improved and, controlled amenity area for pedestrians. Option 1 will ensure that the north and south of Southsea Town Centre have consistent pedestrianised areas to aim to encourage the local economy.

The cons of Option 1 are the complexities to ensure that deliveries are controlled and managed before the gates are closed. The gates would also have to be managed effectively to ensure that the pedestrianised area is established after specified delivery that will be enforced by a Traffic Order. In addition there are limited options for large vehicles to turn around to the south of Palmerston Road once the gates are closed.

## Option 2

- Introduction of one way working travelling north in Palmerston Road between the junction with Osborne Road and with Villiers Road. This will require a 12 month experimental TRO.
- Creation of a shared space in the design to seek to change the way the road street operates by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians. Shared space is a way of enhancing a street's sense of place while maintaining its ability to accommodate vehicular movement.
- 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.
- Provision of solar no entry signs to north end of Palmerston Road
- Renovation of stone planters currently located in Palmerston Road on east side.
- Introduction of Contra flow for Cycling (This will need approval by the Department for Transport DfT).
- Introduction of bollards and /or timber planters on the west side of Palmerston Road to narrow the wide footprint for one way traffic.
- Introduction of a loading bay to be used during the day and a taxi rank to be used during the evening on the east side of Palmerston Road.
- Introduction of short stay parking after 11am on the east side of Palmerston Road for the remainder of the parking bay area on the east side.
- **Approximate cost of £20,000 (signs and planters) however maintenance costs will also need to be considered to manage and maintain the planters.**

The pros for Option 2 are the improved vehicle access, under a 20mph restriction, from south to north of Palmerston Road allowing for delivery (up to a certain time under a Traffic Order) and parking provision in the road thereafter and an additional route from the seafront into the Southsea Town Centre.

The cons of Option 2 are the concerns over safety to pedestrians. Additional measures would be required to provide the segregation between the footway and the carriageway due to the lack of kerb line present. Option 2 provides for additional planters to define between the footway and carriageway but this will increase maintenance costs.

The original objectives set out for Palmerston Road, using LSTF funding, was to improve connectivity of walking and cycling to the south of the town centre and to improve the experience for pedestrians in the form of a pedestrianised zone. Local establishments with outside amenities will be lost and it is unknown if opening the road one way will improve or actually reduce visitor numbers in the area. There is also a risk that the road will become a "rat run" increasing traffic flows significantly.



## Forward programme

Both of the Options for Palmerston Road 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:

24 <sup>th</sup> July 2014	T&T meeting
4 <sup>th</sup> August	Phase 1 Construction site works can commence at the junction with Clarence Parade on Osborne Road.
August 2014	Option 1 for Palmerston Road – Advertise standard Traffic Regulation Order. Option 2 for Palmerston Road - Advertise temporary Traffic Regulation Order
September 2014	Phase 2 Construction site works on Osborne Road and Option 1 or Option 2 for Palmerston Road
September/ October 2014	Implementation of one way working on Palmerston Road in place as part of Option 2

## 4. Reasons for recommendations

### Osborne Road

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

The proposal for Osborne Road has been the subject of extensive consultation, and has been modified to address a substantial number of the concerns raised by consultees.

### Palmerston Road

Shared space schemes always form divided opinion and this has been expressed by the local community. Both positive and negative views have been received. Some Members have now expressed a wish to reopen Palmerston Road to One Way. However officers recommend that consideration is given to two options for taking Palmerston Road forward. Both options have their merits and careful consideration should be given to their pros and cons before a decision is made

The recommended options for Palmerston Road for consideration are:



- 1) To remain as is with the installation of gates (Option 1), or
- 2) Open to one way traffic with a left turn only (Option 2).

The scheme proposal for Palmerston Road Option 1 is to provide an improved connectivity for walking and cycling and to provide a pedestrianised zone.

The scheme proposal for Palmerston Road Option 2 will improve access for vehicle from south to north of Southsea Town Centre. This will have a significant impact on the LSTF objectives and it is imperative that the Option 2 scheme is safe and the street scene for Southsea Town Centre is maintained.

## 5. Equality impact assessment (EIA)

The proposals have yet to be discussed at meetings of the Portsmouth Disability Forum. It is envisaged that the proposals will not alter the current street scene in such a way as to have a negative impact.

## 6. Legal Implications

### Osborne Road and Palmerston Road works

- 6.1 The Council has powers under the Highways Act 1980 to carry out the works comprising the Osborne Road/Palmerston Road improvement scheme.
- 6.2 The Council is required under section 23 Road Traffic Regulation Act 1984 to:
  - publicise a notice of its intention to implement one way working on Palmerston Road between the junction with Osborne Road and Villiers Road;
  - consult the chief officer of police; and
  - inform the Secretary of State in writing
- 6.3 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.
- 6.4 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.

- 6.5 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.
- 6.6 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 decision to make a TRO, subject to compliance with the statutory procedural requirements.

### **Palmerston Road Experimental Order (For Option 2)**

- 6.7 An experimental order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 6.2 Unlike a permanent order an experimental order can only stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date there is a 6-month public consultation that allows representations to be submitted based on experience of the traffic scheme in operation.
- 6.3 It is possible for the Head of Service to modify or suspend an experimental order whilst it is in operation, from which a further 6-month consultation period must begin. Between 6 - 18 months the Council can arrange to make the effects of the order permanent, giving due consideration to any comments / objections made during the public consultation period, to revoke the experimental order or to let it lapse (whereby the restrictions revert to the effects of the permanent order in place).

### **7. Head of Finance Comments**

- 7.1 The proposed Southsea Town Centre improvements to Osborne Road are forecast to cost £700K, this includes the ongoing maintenance cost of the scheme.
- 7.2 The proposed Southsea Town Centre to Palmerston Road (Option 1) will cost approximately £15,000. This includes the costs of the gates but does not currently include the maintenance costs. The maintenance costs would be an additional cost and would need to be funded. These costs could be funded from the LSTF grant, although this would require a reduction to the costs of an alternative scheme as currently the LSFT grant is fully earmarked for other schemes.

- 7.3 The proposed Southsea Town Centre to Palmerston Road (Option 2) will cost approximately £20,000 (signs and planters) however maintenance costs will also need to be considered to manage and maintain the planters.
- 7.4 If the decision of Option 2 was taken forward, funding cannot be used from the Local Sustainable Transport fund grant awarded to the City from the Department of Transport because the road will now be operating one-way. The original scheme to pedestrianise Palmerston Road was part funded by corporate resources and LSTF funding. It would not fit with the purpose of LSTF funding to utilise it to undo schemes it has part funded to create. Funding will need to be provided via LTP funding which will put a pressure on other priority safety critical schemes which are planned for 2014/15 LTP programme.
- 7.5 The proposed Experimental Traffic Regulation Order for Palmerston Road Option 2 will cost in the region of £2,500 to advertise and communicate. Funding for this Order will need to be provided from LTP.

.....  
Signed by Head of Transport & Environment Service

**Appendix:** Dwg no.HW817/002/AQ Rev D - Osborne Road draft proposals plan  
 Dwg no.HW817/002b/AQ Rev D - Option 1 Palmerston Road gate provision  
 Dwg no.HW817/002a/AQ Rev D - Option 2 Palmerston Road one way 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

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

.....  
Portfolio Holder for Traffic and Transportation

*(End of Report)*

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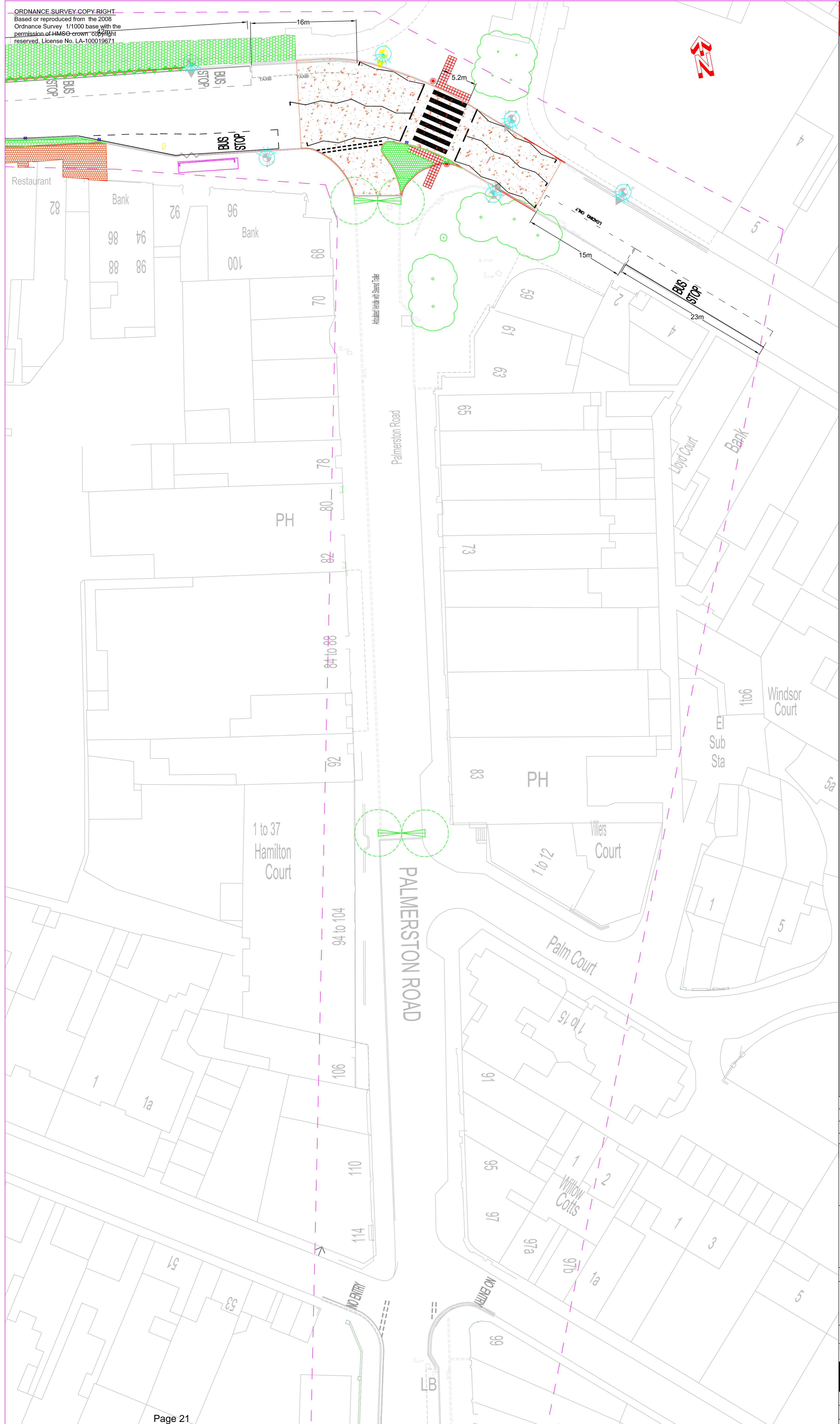




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**NOTE:** All dimensions to be checked on site prior to commencement of any work  
 \*\*\* DO NOT SCALE FROM THIS DRAWING \*\*\*  
 Notify C.A. of any discrepancies before ordering materials.

**KEY**

- New Kerbline to be installed where existing kerbs can not be used
- New dropped kerbs to be installed, existing kerbs to be replaced where required
- New bus stop camel kerbs to be installed
- New zebra crossing belisha beacons to be installed. Please allow for SSE connection
- New red coloured blister paving for new Zebra crossing
- New buff coloured blister paving for all uncontrolled crossings
- New corduroy paving to be installed as per Palmerston Road
- Relocated Street Lighting Column with decorative light enhancement. Please allow for SSE Re Connection
- Existing Street Lighting Column with new decorative light enhancement
- New concrete slab paving to be installed using Marshalls Saxon slabs to match existing
- Existing slab paving to be removed and re-laid with new gradients
- New road markings to be installed using white thermoplastic. (See note 1)
- Carriageway surface treatment - coloured tarmac at existing road level.
- New in situ gully with grating and frame connected to existing gully
- New street tree, Sorbus spp. to match existing in Palmerston Precinct
- New landscaping area to be constructed
- New extended Bus shelter to be installed. Please allow for SSE Reconnection
- Relocated Bus stop pole and sign
- Relocated pedestrian litter bin
- Relocated road sign including pole
- New Manually operated barrier (Final location to be confirmed)
- New block paving to be installed as per that of Palmerston Road
- Site Boundary

**NOTES**

- 1) Please refer to the listing schedule T9 for For new thermoplastic road markings
- 2) Please refer to the Signage schedule T4a for all new Signage installations

Rev	Date	Revision Details (Amended by)	Approved by
Project			
<b>Palmerston Road Regeneration Draft Proposals</b>			
Drawing Title			
<b>Palmerston Road General Arrangement Draft OPTION 1</b>			
Date 9-07-14		Scale 1:200@ A1	
 <b>PORTSMOUTH CITY COUNCIL</b> <b>TRANSPORT AND STREET MANAGEMENT SERVICE</b>			
HEAD OF TRANSPORT AND STREET MANAGEMENT Tel No: 023 9283 4955 SIMON MOON BTch MBA MIHT Fax No: 023 9283 4886			
Design/Survey by	Drawn by	Checked by	
AQ	AQ		
Drawing No			Revision No.
<b>HW1817/002b/AQ</b>			<b>D</b>
SURVEY	DESIGN	WORKING DRAWING	
FEASIBILITY	TENDER	AS-BUILT	
INFORMATION	CONTRACT	A.L	

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New planters / timber or other and/or bollards to be installed (to be agreed)

New planters / timber or other and/or bollards to be installed (to be agreed)


**NOTE:** All dimensions to be checked on site prior to commencement of any work  
\*\*\* DO NOT SCALE FROM THIS DRAWING \*\*\*  
Notify C.A. of any discrepancies before ordering materials.

**KEY**

-  New Kerbline to be installed where existing kerbs can not be used
-  New dropped kerbs to be installed, existing kerbs to be replaced where required
-  New bus stop camel kerbs to be installed
-  New zebra crossing belisha beacons to be installed. Please allow for SSE connection
-  New red coloured blister paving for new Zebra crossing
-  New buff coloured blister paving for all uncontrolled crossings
-  Relocated Street Lighting Column with decorative light enhancement. Please allow for SSE Re Connection
-  Existing Street Lighting Column with new decorative light enhancement
-  New concrete slab paving to be installed using Marshalls Saxon slabs to match existing.
-  Existing slab paving to be removed and re-laid with new gradients
-  New road markings to be installed using white thermoplastic. (See note 1)
-  Carriageway surface treatment - coloured tarmac at existing road level.
-  New in situ gully with grating and frame connected to existing gully
-  New street tree, Sorbus spp. to match existing in Palmerston Precinct
-  New landscaping area to be constructed
-  New extended Bus shelter to be installed. Please allow for SSE Reconnection
-  Relocated bus stop from previous position, this will require an SSE connection
-  Relocated Bus stop pole and sign
-  Relocated pedestrian litter bin
-  Relocated road sign including pole
-  New steel gateshead bollard with white reflective strip
-  New fluted channels to be installed for existing drainage from flats in Osborne Road
-  Site Boundary

**NOTES**

- 1) Please refer to the lining schedule T9 for For new thermoplastic road markings
- 2) Please refer to the Signing schedule T4a for all new Signage installations
- 3) All existing footpaths not being touched will be improved through the maintenance contract, they will be cleaned via a pressure washer, broken slabs will be replaced and any dropped sections will be fixed

Rev	Date	Revision Details (Amended by):						Approved by	
Project									
<b>Palmerston Road Regeneration Draft Proposals</b>									
Drawing Title									
<b>Palmerston Road General Arrangement Draft OPTION 2</b>									
Date	9-07-14			Scale	1:200@ A1				
 <b>Portsmouth CITY COUNCIL</b> TRANSPORT AND STREET MANAGEMENT SERVICE									
HEAD OF TRANSPORT AND STREET MANAGEMENT Tel No: 023 9283 4955 SIMON MOON B Tch MBA MIHT Fax No: 023 9283 4866									
Design/Survey by	AQ			Drawn by	AQ			Checked by	
Drawing No	<b>HW1817/002a/AQ</b>						Revision No.	D	
SURVEY	DESIGN	WORKING DRAWING							
FEASIBILITY	TENDER	AS-BUILT							
INFORMATION	CONTRACT	A.L.							

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# Agenda Item 5



Portsmouth  
CITY COUNCIL

Agenda item: **5**

**Decision maker:** Portfolio Holder for Traffic & Transportation  
**Subject:** Henderson Road Proposed Traffic Calming scheme  
**Report by:** Head of Transport and Environment  
**Wards affected:** Eastney & Craneswater Ward  
**Key decision:** No  
**Full Council decision:** No

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## 1. Purpose of report

1.1 To review the outcome of the consultation results for the proposed options for traffic calming within Henderson Road and confirm way forward.

## 2. Recommendations

2.1 That the consultation survey results are submitted to the Portfolio Holder for Traffic & Transportation, Opposition Councillors and ward Councillors to confirm that following consideration a safety improvement scheme will not be implemented immediately.

2.2 That the decision to implement a safety scheme in Henderson Road is deferred for this Traffic and Transportation meeting due to the varied responses received from the residents on the options provided and which will need further discussion between Officers, the Portfolio Holder for Traffic & Transportation and Ward Councillors.

2.3 That Option 5, keep as existing, is maintained at Henderson Road but 2.2 above is completed immediately to provide a hybrid safety option proposed based on;

- A) The total results received from the public votes to implement one of 4 of the options for a safety scheme which exceeds the do nothing option.
- B) The expectations that have been raised to the residents following the detailed consultation that has occurred to date.
- C) The problem with a small amount of vehicles driving at excessive speeds in the road.

2.4 That the entrances at both eastern and western ends of Henderson road are reviewed and improvements identified to coincide with a hybrid safety option to reduce traffic speeds. These designs will be based on the

**designs already submitted to residents within the area for consultation purposes**

- 2.5 That the relocation of the existing signage is considered to improve visibility of the implemented speed restrictions within Henderson Road and consideration is given to provide more prominent placing of 20mph speed roundels on the carriageway surface at the entrances for Henderson Road.**

### **3. Background**

- 3.1 Following a request from several of the Local Councillors, Portsmouth City Council carried out consultation with residents to confirm 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 there 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 85<sup>th</sup> percentile speeds were carried out within Henderson Road in November 2013. The surveys recorded average speeds of 23mph and an 85<sup>th</sup> 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 01<sup>st</sup> 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 A postal consultation was carried out with residents of Henderson Road and the agreed consultation area, as discussed at the T&T Meeting held in March 2014, from the end of April 2014 until 06th June 2014. The results were as follows:-



Portsmouth City Council sent out 735 letters addressed to residents within the agreed consultation area. However, three addresses identified did not exist on street and could not be located by Royal Mail. Therefore, 732 letters were final delivered to residents within the consultation area. From the 732 letters addressed to residents we received 236 completed voting forms (a return of 32%). The breakdown of the results is as follows:

**Option 1** - Consisting of the proposed construction of gateway and entry treatments within Henderson Road – received 36 votes from residents (14% of the returns)

**Option 2** - Consisting of the proposed construction of raised tables within Henderson Road – received 55 votes from residents (23% of the returns)

**Option 3** - Consisting of the proposed construction of gateways and raised tables within Henderson Road – received 48 votes from residents (20% of the returns)

**Option 4** - Consisting of the proposed installation of Vehicle Activated Signs (VAS) within Henderson Road – received 48 votes from residents (20% of the returns)

**Option 5** - That the existing layout of Henderson Road remains unchanged – received 55 votes from residents (23% of the returns)

3.7 Following the consultation, a drop-in session was held at Cockleshell Naval Community Centre, on Wednesday 07 May 2014 between 17:30 - 19:00. The purpose of this session was for residents to drop-in at any time to discuss and ask questions regarding the proposals with officers.

#### **4. Reasons for recommendations**

4.1 Due to the number of votes received for Option 5 (do nothing) a scheme at Henderson Road will not be implemented at this stage.

4.2 However a high number of responses were received for the 4 safety options which, in total, were higher than the responses received for the do nothing option. Therefore a decision for future implementation is recommended to be deferred to allow a further review of the results and a hybrid solution of the 4 safety options is drawn up.

4.3 The safety proposals for any of the 4 options would improve safety for local residents and pedestrians within the area;

- 4.2 The safety proposals, the additional measures to both entrances of Henderson Road and the adjustments to signage and road markings would decrease traffic speeds within Henderson Road;
- 4.4 The safety 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**

There are no legal implications as a result of the recommendations in this paper.

**7. Finance Comments**

There are no financial implications at this stage as a result of the recommendations in this paper.

.....  
Signed by Head of Transport & Environment Service

**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
Report on results of the Henderson Road Traffic Calming Consultation as detailed above	Available from PCC Officers

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

.....



Signed by Portfolio Holder for Traffic & Transportation

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