



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 21 JANUARY 2016 AT 5.00 PM (NB REVISED START TIME)

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057

Email: joanne.wildsmith@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Ken Ellcome (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Stuart Potter, UK Independence Party

Councillor Yahiya Chowdhury, Labour

(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 East Cosham Road and Gunwharf Road proposals (TRO 77/2015) (Pages 1 - 10)**

The purpose of the report by the Director of Transport, Environment and Business Support is to consider the response to the public consultation on 2 proposals under TRO 77/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

RECOMMENDED

- (1) East Cosham Road:
 - that the double yellow lines on the east side are implemented
 - that the 11-metre length of double yellow lines on the west side outside no.25 are implemented
 - that the first 40m of the double yellow lines proposed on the west side (northwards from Havant Road) are implemented adjacent to No.91 Havant Road - but that installation of the remainder is delayed to enable further assessment.
- (2) Gunwharf Road: That the 3-hour limited waiting restriction is changed to Pay & Display as proposed (to ensure consistency in the location).

4 Palmerston Road South Area Review (Pages 11 - 20)

The purpose of the report by the Director of Transport, Environment and Business Support is to consider the responses to the public consultation on the proposals under Experimental Traffic Order (ETRO) 10/2014, Palmerston Road (South) and ETRO 2/2015, Villiers Road.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- (1) Makes the provisions of ETRO 2/2015 (Villiers Road) permanent to allow traffic to use Villiers Road in a westbound direction from The Vale to Palmerston Road (south)**
- (2) Makes provisions of ETRO 10/2014 (Palmerston Road (south)) permanent and in turn authorise the following:**
 - (i) Authorises the advertisement of a new permanent TRO to implement a ban on left hand turns from Auckland Road West into Palmerston Road, to include engineering measures (to discourage use of Netley Road and Auckland Road West by vehicles wishing to access Palmerston Road (south))**
 - (ii) Acknowledges difficulties experienced by visually impaired pedestrians as highlighted in the Equality Impact Assessment, and instructs officers work with Portsmouth Disability Forum to improve usability for all users of the shared space area on Palmerston Road (south)**

5 Retendering the bus routes (New Contracts from 27 March 2016) (Pages 21 - 34)

The purpose of the report by the Director of Transport, Environment and Business Support is to consider the outcome of the re-tendering the subsidised bus service contracts in Portsmouth to be awarded for three years from Sunday 27 March 2016.

N.B. - a decision on this item is not subject to call-in due to the implications this would have (to enable routes to be run with the 56 day notice period with

the Traffic Commissioner), as agreed by the Monitoring Officer and in consultation with the Chair of Scrutiny Management Panel.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- (1) Notes the current financial pressure as a result of the concessionary reimbursement;**
- (2) Gives approval for the award of contracts for supported bus services to operate for 3 years from Sunday 27 March 2016 in accordance with Appendix A.**
- (3) Acknowledges that the bus services outlined in Appendix B contain a list of tendered services and that some of those services will be run commercially (at no cost to the council) and the remainder are the tendered bus routes that are the least value for money. Therefore it is recommended that they are no longer financially supported;**
- (4) The Director of Transport, Environment and Business Support is given delegated authority to remove bus stop infrastructure from redundant routes as appropriate;**
- (5) The Director of Transport, Environment and Business Support is given delegated authority to make any necessary adjustments in consultation with the Cabinet Member for Traffic and Transportation for any variations to the contract award within procurement rules and overall approved budget for the Traffic and Transportation Portfolio.**

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 21 January 2016

Subject: East Cosham Road and Gunwharf Road proposals:
TRO 77/2015

Report by: Director of Transport, Environment and Business Support

Wards affected: Drayton & Farlington, St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the response to the public consultation on 2 proposals under TRO 77/2015. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

Appendix A: Public notice detailing the proposals (A8 and E1) and plans

Appendix B: Summary of residents' views

Appendix C: Photographs illustrating the traffic issues experienced in East Cosham Road.

2. Recommendations

2.1 East Cosham Road:

- that the double yellow lines on the east side are implemented
- that the 11-metre length of double yellow lines on the west side outside no.25 are implemented
- that the first 40m of the double yellow lines proposed on the west side (northwards from Havant Road) are implemented adjacent to No.91 Havant Road - but that installation of the remainder is delayed to enable further assessment.

2.2 Gunwharf Road: That the 3-hour limited waiting restriction is changed to Pay & Display as proposed (to ensure consistency in the location).

3. Background

- 3.1** East Cosham Road: The construction phase of retirement apartments on the corner of East Cosham Road and Havant Road has resulted in increased traffic and parking in East Cosham Road. The road is unsuitable for high levels of on-street parking and therefore vehicles park partly on the grass verge and the footway opposite, affecting vehicular access and use of this part of the highway network. Visibility of oncoming traffic when exiting driveways has also been reduced, causing concern for residents.
- 3.1.2** Residents have differing views on what should be implemented, and therefore a proposal based on the majority view and solely for the purpose of traffic management was put forward for consultation. The proposed double yellow lines aim to maintain traffic flows and to prevent parking on the grassed verge, on the footway opposite it, on the SLOW markings on the road and on the new footway installed adjacent to the retirement apartments by the developer.
- 3.2** Gunwharf Road: The new parking bays introduced towards the southern end of Gunwharf Road currently have a 3-hour limited waiting restriction. The proposal is to change the limited waiting restriction to Pay & Display, to match the restriction on the adjacent parking bays.

4. Reasons for recommendations

- 4.1** The comments received in response to the formal consultation on the proposals (Appendix B) have been taken into consideration.
- 4.2.1** East Cosham Road: a restriction on parking on the east side will enable traffic to be properly managed, retaining parking on the west side adjacent to the straight kerb line in the widest section of this road. Vehicles will be also discouraged from parking on the new footway installed by the developer on the east side northwards from Havant Road.
- 4.2.2** It is recommended that the proposed double yellow lines for the west side are installed in part (adjacent to No.91 Havant Road), in light of the conflicting views - see nos. 2 & 4 in Appendix B. Should the remaining length prove to be necessary, the double yellow lines can be implemented with the agreement of residents and the Portfolio Holder without new public consultation taking place.
- 4.2.3** Requests for additional double yellow lines and a limited waiting restriction on the remaining parking space will require a new Traffic Regulation Order and public consultation on subsequent proposals. At this stage, future levels of road and parking use is not known as the retirement apartments are not completed or occupied. In order for suitable proposals to be developed (if they become necessary), it is prudent to wait until the new development is fully operational to enable the needs of the area accurately assessed.

- 4.3** Gunwharf Road: the aim of the proposal is to ensure consistent parking restrictions are in place towards the southern end, removing the potential misunderstanding of restrictions on parking bays adjacent to each other.

5. Equality Impact Assessment (EIA)

A full 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. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Services Comments

- 6.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3** Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, 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.
- 6.4** 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.
- 6.5** A proposed TRO must be advertised and the public given a 3 week consultation period (21 days) 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.

7. Director of Finance Comments

- 7.1** The implementation costs related to TRO 77/2015 are estimated to be £3,100. These costs include advertising the TRO, line marking, signage and grounds works, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget.
- 7.2** Any surplus income, in excess of the ongoing expenditure costs related to the proposed pay & display in Gunwharf Road, will accrue to the on-street parking revenue budget.
- 7.2** The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a results of its implementation.

.....
Signed by:
Alan Cufley
Director of Transport, Environment & Business Support

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
8 emails / letters	Transport Planning, 4 th floor, Civic Offices

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

.....
Signed by:
Councillor Ken Ellcome, Cabinet Member for Traffic & Transportation

Appendix A: Proposals section of public notice for TRO 77/2015:

10 November 2015

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING AND AMENDMENTS) (NO.77) ORDER 2015

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4, 32, 35, 36, 45 and 46 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

- | | |
|--------------------------------|--|
| 1. Ashurst Road | South side, 3 lengths (10m, 6m, 6m) opposite Blocks 6-11 and 12-17 |
| 2. Balliol Road | Both sides, 1-2m lengths alongside Nos.28, 29, 30 & 31 Binstead Road |
| 3. Binstead Road | Both sides;
(a) 3-4m lengths around the pavement build-outs in front of Nos.28 & 31
(b) 1-2m lengths in front of Nos. 29 & 30 |
| 4. Cranborne Road | The eastern end |
| 5. Cranleigh Avenue | North side, 1m lengths either side of the junction with Cranleigh Road |
| 6. Cranleigh Road | Both sides, 2m lengths northwards from the junction with Cranleigh Ave |
| 7. Denville Close | South and east sides, from the side of No.76 up to (not including) the turning area at the northern end |
| 8. East Cosham Road | (a) East side, from Havant Road adjacent to the new housing development and outside even Nos.20-24 inclusive
(b) West side, from Havant Road adjacent to No.91 Havant Road, outside odd Nos.9-17 inclusive and outside No.25 (to match the east side) |
| 9. Isambard Brunel Road | Both sides, reinstate the double yellow lines between the railway bridge and Dugald Drummond Street |
| 10. Melrose Close | West side, extend the double yellow lines northwards from Dunbar Rd up to the first dropped kerb |
| 11. Northumberland Road | East side, extend the double yellow lines by 2 metres past the car park up to the disabled bay |
| 12. Tangier Road | South side an 83m length from Portsmouth College westwards on the bend |
| 13. Waterworks Road | East side, extend the existing double yellow lines to 5 metres north and south of the junction with Second Avenue |

B) REDUCTION OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

- | | |
|---------------------|------------------------------------|
| 1. Park Lane | West side outside No.10 (4 metres) |
|---------------------|------------------------------------|

C) CHANGE FROM NO WAITING MONDAYS 8AM - 1PM TO: NO WAITING MONDAYS AND FRIDAYS 8AM-1PM

- | | |
|--------------------------|--|
| 1. Denville Close | West side, extend from adjacent to No.55 Old Farm Way up to the dropped kerb of No.1 Denville Close with new operational times |
|--------------------------|--|

D) REDUCTION OF BUS STAND

- | | |
|--------------------------------|---|
| 1. Albert Road, Eastney | South side, a 5-metre reduction of the Bus Stand from its western end |
|--------------------------------|---|

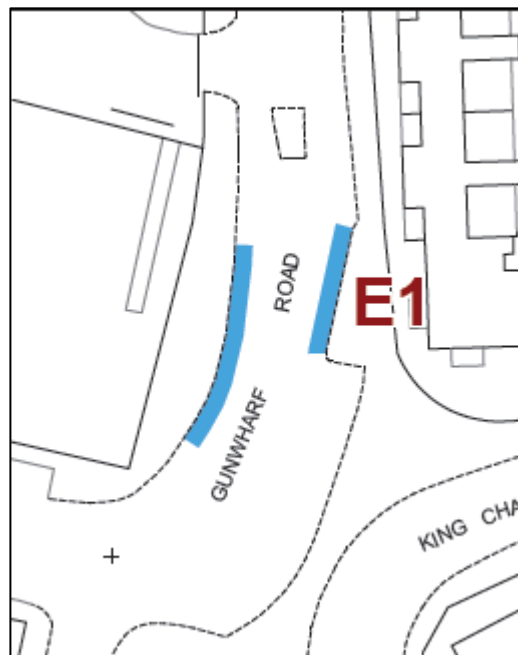
E) CHANGE FROM 3-HOUR LIMITED WAITING TO: PAY & DISPLAY AT ALL TIMES (TO MATCH EXISTING BAYS AT SOUTHERN END)

- | | |
|-------------------------|--|
| 1. Gunwharf Road | Both sides at the southern end, opposite where King Charles Street and Lombard Street meet |
|-------------------------|--|

F) AMBULANCES ONLY

- | | |
|-----------------------------|--|
| 1. Lindisfarne Close | South side, within the 11-metre layby outside Ella MacKenzie Court |
|-----------------------------|--|

Plans of East Cosham Road and Gunwharf Road proposals:



Appendix B: Summary of public consultation responses to TRO 77/2015

East Cosham Road

1. Resident, East Cosham Road

The double yellow lines should be extended from outside numbers 24/26 along the east side of East Cosham Road, where the road narrows, until the point where the road widens again opposite the junction of Southdown Road. Given that the road narrows outside numbers 24, 25 and 26 East Cosham Road, yellow lines should also be put on the western side from number 25 until the junction of Southdown Road. This is the section of road that narrows and only allows one vehicle; the proposal does not contain any restrictions for this section and therefore vehicles could park here at any time including partially on the road/ footpath/ grass verges. Vehicles already park here, partially obstructing the footpath and road and causing problems for both pedestrians and road users. A TRO would enable enforcement officers to prevent this. Restricting parking on this part of the road would keep this narrow section clear for vehicles at all times. Restrictions on the western side will improve safety at the junction with Southdown Road; at the moment the proposals contain nothing to prevent parking up to this junction.

Residents of the new apartments at the bottom of East Cosham Road who do not have parking spaces are likely to use the on street parking on the western side of the wider section, restricting availability for visitors and residents in nearby houses. This could cause parking congestion and associated problem parking (parking over dropped kerbs etc.). There are a number of elderly residents in this section of East Cosham Road who rely on regular daytime visits from health care workers. These workers use the length of road that is free from parking restrictions, but if this section is filled with vehicles parking on a long term basis then they will struggle to do so. This parking could therefore be restricted to 2 hours so that spaces will not be taken up over long periods and to provide parking for essential visitors.

2. Resident, East Cosham Road

This area of East Cosham Road has never, until recently, been used for permanent parking: as it is the widest section it has always provided a safe passing place for vehicles. Most of the road is single vehicle width and a passing place is necessary, however since the development at the bottom of the road arrived there have been vehicles parking on both sides of the street for long periods. This has prevented essential vehicles such as fire engines and waste collection vans from being able to access the road. Sales people and contractors from the Churchill development park all day, narrowing the road for long periods and causing access problems, and without restrictions there is nothing to stop them from doing this. The roads are much clearer at weekends, when the developers are not working.

3. Resident, East Cosham Road

The proposed double yellow lines on both sides of East Cosham road will be unnecessarily restrictive now that the Churchill development project is nearing completion. It has been very busy with construction vehicles parking on street but this problem has already begun to ease. Since the lane narrows to the width of a single vehicle just above the section in question, it would make no difference to have parking restrictions on both sides of the road.

If the concern is the potential impact of the new development once it opens, it would be prudent to wait and see if a problem develops rather than arbitrarily restricting existing residents. Developers have assured residents that adequate parking has been provided, but if restrictions do prove necessary then just one side of the street would be more suitable. Once the developers and contractors are gone the only vehicles using the road will be residents, who have always been sensible in their parking.

The main concern is that if refuse vehicles stop on the single lane width section of road next to the Churchill development to service 50+ apartments, movement up and down the lane will be halted for a considerable amount of time, and none of the restrictions within the proposal will prevent this.

4. Resident, East Cosham Road

In the mid-1960s all residents had to contribute to the expansion of East Cosham Road when Southdown, Colville and Courtmount Roads were connected to East Cosham Lane. Passing bays were built to allow for the increase in traffic. Over time this has become a problem, even with the 20 mph restriction, which many drivers do seem to ignore. There has been an increase of vehicles being parked on the pavement on the lower slopes of East Cosham Road. This has at times become a problem for residents who have had difficulty exiting their drives (being unable to have a clear view of oncoming traffic and pedestrians). The proposed double yellow lines should be extended up to Southdown Road on both the East and West sides with provision for loading and unloading of delivery vehicles and other services. The entrance from Havant Road has been made narrower with a new pavement having been built by developers. In November a fire engine travelling south was unable to access Havant Road (having to reverse up to Southdown Road to gain an exit) even with vehicles parked halfway on the pavement of East Cosham Road. Therefore the proposal of double yellow lines on East Cosham Road should go ahead but with the extensions previously mentioned.

5. Relative of elderly resident, East Cosham Road

The proposed yellow lines on the east side of East Cosham Road should go ahead, but the free parking outside numbers 19, 21, 23 and 25 is a concern. It is important that there is safe parking for the carers that call twice a day. A limit on parking time would allow access for carers and visitors to park easily for short periods and prevent vehicles from the Churchill Retirement Apartments parking there long term.

6. Resident, East Cosham Road

The proposed double yellow lines on East Cosham Road might push vehicles to park further up the road, even though the road narrows beyond the point where the lines are proposed to finish. Some people are not considerate and will park their vehicles even where the road narrows, i.e. onto the grass verge. The yellow lines should therefore be extended to at least Southdown Road, or failing this, posts should be drilled into the grassy bank just outside numbers 33, 35 and 37. There are posts already in situ outside numbers 55 to 61. Vehicles parking on the grassy bank churn up the ground and also make the road even narrower.

Gunwharf Road

7. Resident, Portsmouth

Most of the current metered spaces in Gunwharf Road are empty for a large percentage of the day; if the current 3 hour spaces are changed to metered as proposed, there will simply be more empty spaces making a loss. The displaced vehicles will find other streets to park on and cause congestion in an already congested area. It would be better to leave the situation as it is, or even make the meters operational only between 0800hrs and 1600hrs (as PGS Sixth Formers go home by 1600hrs).

8. Director, Viviers UK Fish Market

The proposed changes to parking on Gunwharf Road from limited waiting to Pay & Display should not go ahead. Customers to the fish market are usually only on the premises for an average of 10 minutes and they would object to paying £1.60 for a minimum of 1 hours parking. Whilst the current situation is not perfect it is working, and if the proposed changes go ahead more people will choose to park on residential streets rather than Gunwharf Road which will cause congestion for residents.

Appendix C: Photographs illustrating the traffic issues in East Cosham Road





(End of Report)

Agenda Item 4

Title of meeting:	Traffic and Transportation Cabinet Meeting
Date of meeting:	21 January 2016
Subject:	Palmerston Road South area review
Report by:	Alan Cufley, Director of Transport, Environment, and Business Support
Wards affected:	St Jude
Key decision:	No
Full Council decision:	No

1. Purpose of report

To consider the responses to the public consultation on the proposals under ETRO 10/2014, Palmerston Road (south), and ETRO 2/2015, Villiers Road.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 Makes the provisions of ETRO 2/2015 (Villiers Road) permanent to allow traffic to use Villiers Road in a westbound direction from The Vale to Palmerston Road (south)**
- 2.2 Makes provisions of ETRO 10/2014 (Palmerston Road (south)) permanent and in turn authorise the following:**
 - 2.2.1 Authorises the advertisement of a new permanent TRO to implement a ban on left hand turns from Auckland Road West into Palmerston Road, to include engineering measures (to discourage use of Netley Road and Auckland Road West by vehicles wishing to access Palmerston Road (south))**
 - 2.2.2 Acknowledges difficulties experienced by visually impaired pedestrians as highlighted in the Equality Impact Assessment, and instructs officers work with Portsmouth Disability Forum to improve usability for all users of the shared space area on Palmerston Road (south)**

3. Background

- 3.1 A decision was taken at Traffic and Transportation Committee in July 2014 to implement an Experimental Traffic Regulation Order (ETRO) to allow traffic to travel in a northerly direction on Palmerston Road (south).

ETRO 10/2014 came into effect on 14th November 2014 allowing traffic to use Palmerston Road (south) in a south to north direction.

To facilitate parking in Palmerston Road (south), ETRO 10/2014 contained the following restrictions; Loading only 7AM-11AM, 20minutes limited wait parking with no return within 1hour 11AM-8PM and no waiting except taxis 8PM-Midnight & Midnight-7AM. These restrictions applied to the newly created parking bays on the East side of Palmerston Road between Villiers Road and Clarendon Road.

- 3.2 Consultation was carried out on each of the two Orders for a period of 6 months from the commencement of the orders. In response to ETRO 10 2014 Palmerston Road South, 18 responses were received. In response to ETRO 2 2015 Villiers Road, 29 responses were received.
- 3.3 ETRO 10 2014 - Out of the 18 responses received, 9 responses (50%) were in favour of the road remaining open to one-way traffic, of these, 4 preferred a reversal of the one-way system to a north-south flow and 3 stated no preference for the direction of travel. The remaining 2 respondents were happy with the current arrangement.
- 3.4 2 replies preferred the road to be closed to traffic once more as they considered the arrangement to be dangerous for pedestrians. 1 respondent wanted the road open for two-way traffic. The remaining 6 responses gave no opinion on Palmerston Road (south), and commented on changes to parking arrangements made as part of the wider scheme.
- 3.5 Following a report submitted to the Traffic & Transport Cabinet Member on 18th December 2014, the decision was taken to reopen Villiers Road in a westbound direction and consult on its effects under ETRO 2 2015. There were 29 responses received in total. 15 wanted to see the closure of Villiers Road made permanent, 14 preferred the road reopened. Of those that support the closure, 13 were residents of Villiers Road, 1 supporter was from Maple Road and the final deputation was made on behalf of the Portsmouth Cycle Forum.
- 3.6 ETRO 2 2015 came into effect on the 3rd February 2015 for a duration of up to 18months. This replaced the previous experimental order (ETRO 24 2013) which prevented through traffic to and from Palmerston Road from Villiers Road. ETRO 2 2015 allowed traffic to travel one way from The Vale in a westbound direction to Palmerston Road.
- 3.7 Responses in favour of opening the road were mostly made from residents of surrounding roads who felt with Palmerston Road reopened, Villiers Road

should also be reopened to traffic. A traffic survey undertaken in Villiers Road in April 2015 showed that there was not a significant volume of traffic using the road and speeds were not excessive as feared by residents of the road. Average speeds were 13mph and 85th percentile speed 19mph. 98% of vehicles using the road travelled at 24mph or less; 24.1mph being the prosecutable threshold in a 20mph limit. The volume of traffic using the road was also low suggesting that this is not a popular 'cut-through' route.

- 3.8 A full summary of options considered for Palmerston Road (south) can be found within the attached appendices (Appendix A).

4. Reasons for recommendations

- 4.1 The current arrangement at Palmerston Road (south) has reintroduced traffic flow and parking, providing a link for vehicle traffic between the seafront and the busy commercial area of Osborne Road. It has also presented further opportunity for local businesses to become more visible to passing vehicles whilst maintaining a focus on pedestrian movement and enjoyment of the area. There have been no incidents reported and the introduction of traffic to the road has helped reduce anti-social behaviour at night as taxis are now able to pick up outside the various bars and restaurants.
- 4.2 Of the consultation responses received, the majority of respondents were pleased to have the road open to traffic again and would wish it stay that way. Whilst a reversal of flow was desired by some, taking into account the wider area it is felt that this would result in increased traffic on Lennox Road South.
- 4.3 Residents of Netley Road and Auckland Road West have raised issue with the current layout because they feel there has been an increase in vehicles using these roads to access Palmerston Road (south). This assertion was validated through a CCTV survey. It is therefore proposed to investigate banning the left turn from Auckland Road West. The banned turn would be reinforced with engineering measures. This should discourage much of the unnecessary use of these roads and encourage vehicles to utilise the more appropriate Clarence Parade.
- 4.4 Whilst there have been no reported incidents in the pedestrianised area subsequent to traffic being authorised to use Palmerston Road in a northbound direction; disability groups have reported difficulty negotiating the shared space. These issues are outlined within the attached EIA, and are exacerbated through vehicles parking over the corduroy paving used to distinguish the footway from carriageway.
- 4.5 The recommendation is to make permanent the current south to north direction of travel on Palmerston Road. A reversal of the one way is not recommended due to concerns of creating traffic issues in other areas and the expected uplift of traffic should the direction of travel be changed.

It is proposed to implement the following to support making permanent the current layout of Palmerston Road:

- i) Banning the left turn from Auckland Road West to Palmerston Road to discourage use of Netley Road and Auckland Road West as a cut-through route through the advertisement and making of a new permanent TRO.

And

- ii) Work in conjunction with Portsmouth Disability Forum to address key accessibility issues as raised in the Equality Impact Assessment.

There are concerns surrounding the co-existence of three restrictions on Palmerston Road (south) mainly due to the difficulty for users to determine which restriction is in force and when. Consideration was given to removing one of the three waiting restrictions currently in place within the restricted zone on Palmerston Road (south) however in order to meet the competing demands of businesses, motorists and Taxis it is recommended to retain the current arrangements.

- 4.6 Villiers Road had broadly even numbers of support both for and against keeping the road open to traffic. With Palmerston Road South open to traffic however, the initial justification for closing the road has been removed as there is no 'cut-through' benefit. The results of the traffic survey suggest that vehicle speeds are low with volumes considerably less than the neighbouring Netley Road and Lennox Road South. The recommendation therefore is to continue to allow traffic to travel one way from The Vale to Palmerston Road, retaining as part of the road network.

5. Equality impact assessment

A full EIA has previously been conducted for the scheme to pedestrianise Palmerston Road (South) and has been updated accordingly most recently to include the implementation of ETRO 10/2014 in November 2014.

Consultation has been carried out both formally and informally throughout the Palmerston Road scheme. Through this consultation with various disability groups, issues have been raised as detailed in the previous section of this report. This is also referenced in the EIA attached to this document and is reflected in the recommendations in section 2 of this report

6. Legal implications

The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR 1996).

Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:

- 1. The following statements were included in the notice of making the experimental order:*
 - that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely*
 - A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)*
 - That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice*
- 2. The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:*
 - a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;*
 - b) a copy of the order as proposed to be made or as made (as the case may be);*
 - c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;*
 - d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;*
 - e) if the order varies, revokes, applies or suspends another order, a copy of that other order;*
 - f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and*
 - g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification*
- 3. Where the above has been satisfied regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) do not apply*

A proposed permanent 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

7. Director of Finance's comments

The proposed Palmerston Road Improvements scheme will cost in the region of £35k. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the Capital Programme.

Within the 2015/16 capital programme £67k is available for Palmerston Road Improvements.

.....
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

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
Traffic & Transportation meeting report Dec 2014 (TRO 43/2014 Villiers Road)	
Traffic & Transportation meeting report July 2014 (Southsea Town Centre Improvements)	

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

.....
Signed by:
Councillor Ellcome
Cabinet Member for Traffic and Transportation

Palmerston Road South Options	Pros	Cons
Make experimental order permanent	<p>Users are already familiar with the road layout and there would be minimal disruption to residents and businesses when/if remedial works were to be carried out.</p> <p>Costs would be minimal to retain current layout however there may be some additional costs to discourage use of Netley Road as a shortcut by building out kerbs at the end of Auckland Road West and banning a left turn manoeuvre. Retains access for businesses, visitors and Taxis at key times.</p>	<p>The issue of some vehicles using nearby Netley Road and Auckland Road West to access Palmerston road remains however this could be mitigated by banning vehicles from turning left out of Auckland Road West. Triple parking restriction can cause confusion and is difficult to enforce.</p>
Revoke experimental order effectively banning through traffic	<p>There have been comments that users find the shared space arrangement confusing and potentially dangerous to pedestrians. Closing the road again would remove this confusion; however there have been no reported accidents since the road reopened and measures are proposed to mitigate impact</p>	<p>Some businesses will once again be unhappy about 'passing-trade' being removed. This may have a detrimental effect on businesses and would be unpopular with some businesses and residents. Results on the consultation thus far have shown minimal support for closing the road again.</p>
Reverse flow of one way system to North-South	<p>This option has been suggested a number of times during the consultation period and is likely to be popular with residents and businesses. There are minimal costs associated with making this change however there would be a requirement to consult on a new Traffic Regulation Order.</p>	<p>Traffic would still need to travel north at some point, the road most likely to be used for this would be Lennox Road South as it is the closest road and also provides easy access to Victoria Road South. Given historic problems in this road the decision would be controversial and a wider strategy would need to be developed to prevent the projected uplift in vehicles using Lennox Road South should the flow direction on Palmerston Road South be</p>

		<p>changed.</p> <p>There is also concern that the current road surface in Palmerston Road South would be unable to cope with the projected increase in traffic using the road and may require significant remedial work to withstand the additional stresses. When the scheme was first implemented, traffic surveys showed that traffic flow was heavier in the southbound direction and as such with the concerns over the block paved surface and the will to discourage the road being used as a major through-route the decision was taken to have a northbound flow.</p>
<p>Implement part-time closure of Palmerston Road similar to Guildhall Walk arrangement</p>	<p>This option would allow access to shops/businesses throughout the day and should reduce the use of Netley Road/Villiers Road by Taxis in the evenings as there would be no access to Palmerston Road at night.</p>	<p>Police have reported a decrease in anti-social behaviour at night after the introduction of through-traffic to Palmerston Road South. If vehicles were banned at night these incidents could rise.</p> <p>The decision would also not be supported by the taxi trade and potentially the Police. The closures would also need ongoing resource to manage and a budget assigned to cover this unless an agreement could be reached with a local licensed bar/pub/restaurant to manage as is the case in Guildhall Walk.</p>

Equality Impact assessment

Full assessment form v4 / 2011

www.portsmouth.gov.uk

Service:

Transport and Environment

Title of policy, service, function, project or strategy (new or old):

Palmerston Road Regeneration Scheme

Type of policy, service, function, project or strategy:

☐ New / proposed

☒ Changed

☐ Existing

Lead officer

Steve Flynn

People involved with completing the EIA:

Steve Flynn
Pam Turton
Gina Perryman

Introductory information (Optional)

June 2014 update

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 through an 18 month experimental Traffic Regulation Order after which a further consultation will take place with residents and businesses.

The Portfolio Holder for Traffic & Transportation was invited to consider the following two options in July 2014 Traffic and transport committee:

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

Option 2 was pursued.

October 2014 update

A report was presented at the Traffic and Transport Committee in October 2014 regarding Palmerston Road as an update to the T&T report submitted in July 2014. The Traffic & Transport report in July 2014 stated that Palmerston Road would consist of a left turn only for vehicles travelling north to its junction with Osborne Road. The administration has considered the scheme further and has requested that Officers consider changes to the proposal which would have the effect of changing traffic movements at this junction.

It was determined at this meeting that vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road.

November 2014 Update

The Experimental Traffic Regulation Order enabling south to north running was implemented, commencing a 6 month consultation period with all residents and businesses within the city, as part of the 18 month Order.

Step 1 - Make sure you have clear aims and objectives

What is the aim of your policy, service, function, project or strategy?

To promote economic regeneration within Southsea Retail Centre, through the provision of an improved pedestrian environment, and the creation of improved links between Southsea Retail Centre and Southsea Seafront.

June 14 update

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

2) 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.

October 2014 Update

A decision was taken at Traffic and Transportation Committee 2014 to enable vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road.

The Experimental Traffic Regulation Order was implemented in November 2014 and will conclude in May 2016. The effect of this Order was to amend the current part-pedestrianisation towards the southern end of Palmerston Road between Osborne Road and Villiers Road, following the decision to allow one-way traffic to use Palmerston Road in a northbound direction. It provides for -

- Enhancement of the pedestrian environment and the connection between town centre and seafront by widening the footway along parts of Osborne Road;
- Additional on-street parking and an increased number of disabled bays and loading bays;
- Improved bus stop facilities;
- Planting to be introduced on the west side in Palmerston Road;
- Areas designated for loading, parking and taxis on the east side of Palmerston Road.

Who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

The scheme is designed to promote the regeneration of the Southsea Retail Centre through the creation of an improved environment.

In terms of physical scheme features, the original scheme was designed to deliver:

- 20mph speed limit street
- prohibition of general traffic between the hours of 11am until 6am, with access permitted only for buses and pedal cycles
- deliveries permitted only between 6am and 11am
- a "shared space" facility on Palmerston Road between Villiers Road and Osborne/Clarendon Road junction
- removal of taxi tanks and access from Palmerston Road, to Portland and Osborne Roads

The positive benefits of this scheme were originally identified as including the encouragement of slower vehicle speeds creating an enhanced pedestrian environment. The widened footways and level surface would increase pedestrian footfall and improve links to Southsea Common and Seafront. In turn, it is anticipated that the economy of the area would improve, benefiting the Southsea retail area as a whole. The level surface would provide positive benefits to those in wheelchairs and with impaired mobility.

Strong reservations regarding the lack of kerb with a differential height have been raised by the blind and partially sighted community. Consultation has been ongoing with these groups as well as advice sought from the Department for Transport research and best practice case studies. Through this consultation, a package of mitigating measure has been developed, seeking to allay the main concerns raised. Whilst not reinstating a kerb with a height differential to the main carriageway, a 400mm tactile corduroy and a 200mm drainage channel of high colour contrast to the carriageway, is proposed to delineate the pavement area and carriageway area. Whilst Guide Dogs are not trained to detect this corduroy it is expected that the Guide Dog User would feel a difference in surfacing underfoot, thereby identifying the location of the carriageway.

June 14 update

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:

Page 21

- 1) To remain as is with the installation of gates (Option 1)

2) Open to one way traffic with a left turn only (Option 2)

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.

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.

Option 2 was proceeded with.

October 2014 Update

A report was presented at the Traffic and Transport Committee in October 2014 regarding Palmerston Road as an update to the T&T report submitted in July 2014. The Traffic & Transport report in July 2014 stated that Palmerston Road would consist of a left turn only for vehicles travelling north to its junction with Osborne Road. The administration has considered the scheme further and has requested that Officers consider changes to the proposal which would have the effect of changing traffic movements at this junction. This update report is for the Portfolio Holder for Traffic and Transport to consider the Officer advice and recommendations on the proposals.

It was determined that that vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road.

November 2014

Implementation of the south to north ETRO, beginning a 6 month consultation period, as part of the 18 month order.

What outcomes do you want to achieve?

Economic Regeneration
Increased Pedestrian Footfall
Improved linkages between the seafront and Southsea Retail Centre

What barriers are there to achieving these outcomes?

Concerns raised by the visually impaired and disability groups
Lack of Support from Members

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) If you don't have any data contact the Equalities and diversity team for some ideas

The Department for Transport have recently released guidance on shared space schemes following undertaking research including on-street testing;

Department for Transport's (DfT) Local Transport Note 1/11

DfT Shared space project - Stage 1: Appraisal of shared space

DfT research - Shared Space: Operational Assessment

DfT Shared Space: Qualitative Research

Manual for Streets 2

DETR Guidance on the use of tactile Paving Surfaces 1998

Holmes Report 2015

RTI Data

Further research has been undertaken by University College London and promoted by Guide Dogs Charity;

Effective kerb heights for blind and partially sighted people

We have also looked at examples of best practice from other authorities including;

Exhibition Road in Royal Borough of Kensington and Chelsea, London,

Ashford in Kent and have the notes of the Ashford Ring Road Phase 1 Access Workshop 27th January 2009 and Access Workshop- Phase 2 The Design of Shared Space - Ashford's Future - December 2009,

Kimbrose Square in Gloucester,

Felixstowe in Suffolk

Southampton,

Winchester,

and Coventry

Advice has also been sought from Ben Hamilton-Baillie a nationally recognised shared space expert.

June 2014 update

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.

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).

Using your existing data, what does it tell you?

There is a plethora of views on the measures needed to make these types of schemes a success.

Advice from the DfT suggests that there is no single solution for the implementation of shared space schemes, that each road a shared surface scheme should be planned for the local community and local context. Depending how heavily trafficked and the use of the street, formal delineation between pavement or safe areas and the carriageway is not necessary in all situations. The Department for Transport recommend that if corduroy surfacing is deemed necessary a width of 800mm is successful and this could be reduced to a width of 600mm.

Advice from the Guide Dogs from the Blind Charity suggest that there should be 800mm corduroy surfacing and a minimum of a 60mm kerb to ensure that Guide Dogs can recognise the delineation of the pavement and carriageway.

July 2014 update

From the consultation in June 13, 30% wanted it to stay the same retaining access to buses
27% of people wanted to extend the pedestrianised area to Auckland Road and exclude use by buses with CCTV/bollards placed to prevent access

22% wanted to exclude buses in the pedestrian area with CCTV/bollards placed to prevent access

18% of people wanted the road fully open to all traffic

2% of people wanted it either fully open to traffic or fully pedestrianise

November 2015 update

A report was published in November 2015 on shared spaces: Accidents by Design: The Holmes Report into Shared Space. The report surveyed 600 users of shared spaces and made recommendations as to what action they believe the DfT should take based on the responses.

A number of recommendations were put forward which are outlined below, however there has been no formal response or comment from the DfT as yet so the official guidance remains as is in LTN 1/11.

The key findings from the report were that:

- People's experiences of shared space schemes are overwhelmingly negative.
- Overzealous councils are risking public safety with fashionable 'simplified' street design.
- Over a third of people actively avoid shared space schemes.
- 63 per cent of people who have used shared space schemes rated their experience as poor.
- Significant under-reporting of accidents in shared space.

Key recommendations:

- Immediate moratorium on shared space schemes while impact assessments are conducted.
- Urgent need for accessibility audits of all shared space schemes and a central record of accident data including "courtesy crossings", which must be defined and monitored.
- Department for Transport must update their guidance so that Local Authorities better understand their responsibilities under the Equalities Act.

2014-2016 ETRO Consultation

Consultation was carried out through the advertising of an Experimental Traffic Regulation Order (10/2014) for the 6 months of an 18 month Order, during which stakeholders had the opportunity to give comments about making the experimental order permanent.

During this consultation, a majority of responses preferred the road to remain open to one way traffic however two responses were received supporting a closure of the road on the grounds that the shared space was confusing and hazardous to pedestrians. Other than this one objection was received outside

Step 3 - Now you need to consult!

Who have you consulted with?

Portsmouth Disability Forum(PDF), Portsmouth Association for the Blind(PAB), Visually Impaired Action Group(VIAG), Guide Dogs charity, local businesses, transport operators, Ward Councillors, Portsmouth Cycle Forum and other city council departments.

June 13

All residents and businesses in Portsmouth

November 2014 - May 2016

All residents and businesses in Portsmouth through the Experimental Traffic Regulation Order

If you haven't consulted yet please list who you are going to consult with

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

The proposals for the scheme have been presented to PDF continually through the development of the scheme, email updates have been provided along with meetings being held with representatives from PDF, PAB, VIAG and Guide Dogs. Different surfacing and tactile paving options have been presented to the groups for their comments and the groups visited the area with PCC officers to discuss their particular concerns. This consultation has informed the design of the scheme and allowed the proposed mitigating measures to be achieved.

Meetings held with disability groups include;

16 May 2011 - at PCC offices with Portsmouth Disability Forum and Cllr Eddis

16 June 2011 - at Portsmouth Disability Forum

1 July 2011 - at PCC offices with Guide Dogs Charity, Portsmouth Disability Forum, Visually Impaired Action Group, Local registered blind resident and Cllrs Eddis and Andrewes

30 August 2011 - at Portsmouth Association for the Blind

15 September 2011 - at Portsmouth Disability Forum

22 September 2011 - at Visually Impaired Action Group

22 September 2011 - visit of Palmerston Road with Portsmouth Disability Forum and Visually Impaired Action Group

12 October 2011 - with Portsmouth Disability Forum, Visually Impaired Action Group, Portsmouth Association for the Blind and Cllr Eddis

17 November 2011 - at Portsmouth Disability Forum

The scheme has been subject to statutory consultation in the form of a Traffic Regulation Order which was advertised from 13 September 2011 to 3 October 2011.

June 14 update

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

- A dedicated consultation page on PCCs website

The Assistant head of Transport attended Portsmouth Disability Forum to discuss the proposals so concerns could be raised.

A 6 months consultation has been undertaken through the 18 month Experimental Traffic Regulation Order 10/2014 with all residents and businesses entitled to make comments.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender, religion or belief, sexual orientation and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

N/A

Ethnicity or race

No negative impacts have been identified

Gender including transgender

No negative impacts have been identified

Age

Some people may have disabilities which are associated with older age - these are discussed in the section on disability below.

Disability

The inclusion of a level surface has a negative impact on the blind and partially sighted. Mitigating measures have been included in the scheme design following consultation with Portsmouth Disability Forum, Portsmouth Association for the Blind and Visually Impaired Action Group, and have gained support from these groups. However, it must be noted that agreement with the proposals is not universal amongst the membership of the groups.

The inclusion of a level surface has a positive impact on wheelchair users and mobility impaired who will no longer have to negotiate differing kerb heights when crossing the road.

The pedestrian zone limits the areas that blue badge holders can stop. Following responses to the Traffic Regulation Order a proposed amendment is to include a marked short stay disabled bay in Villiers Road and two marked disabled bays in Ashby Place car park.

June 14 update

There are concerns from disabled people especially visually impaired because the kerb line is not going to be reinstated so there is nothing for guide dogs to follow. There is concerns with the extra street furniture it will make it more difficult for visually impaired people to navigate although all furniture/ planters are going to be installed on the road side making sure it doesn't impede on the corduroy paving.

There has also been concern from visually impaired people that the first, the zebra crossing West bound approach, with only 4 zig-zags, leaves a seriously compromised view of approaching traffic for pedestrians heading North. Another comment was two-way cycling in Palmerston Road is very likely to cause conflict between pedestrians and cyclists. If South bound cyclists encounter North bound vehicle traffic they will divert onto the 'safe' pavement areas, avoiding the planters. With no physical kerb, cyclists even now cycle on the pavement area, particularly in the area of the zebra crossing near Subway.

Also allowing left and right turns from Palmerston Road South has compromised pedestrian safety in this area especially if they are visually impaired.

Some of the comments from disabled people that are against this were:

- Concerns over safety for pedestrians
- Additional measures would be needed due to lack of curb line
- Increase in maintenance costs
- Concerns about the crossing
- Concerns over Contra Flow cycling
- Concerns over the existing shared surface as the kerb is not being re-installed
- They felt that they are making it is a very complicated corner at Palmerston Road and Clarendon Road. Their concerns would be the health and safety aspects with the re-arrangement of the road around that bus stop. If there is a bus and someone goes from south to north they will go across the zigzags.
- We need to make sure there are proper demarcation of bollards
- We need to make they don't obstruct the corduroy paving with any of the demarcation features.

Further consultation responses have been received outlining the the above issues are exacerbated through vehicles parking over the corduroy paving used to distinguish the footway from carriageway.

Religion or belief

Sexual orientation

No negative impacts have been identified

Pregnancy and maternity

No negative impacts have been identified

Other socially excluded groups or communities e.g. carers, areas of deprivation, low literacy skills

No negative impacts have been identified

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☐ Yes ☒ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

No

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☒ **Yes** ☐ **No**

If you are either directly or indirectly discriminating, how are you going to change this?

It is felt that a risk of this scheme is that it could be understood to indirectly discriminatory against the blind and partially sighted, due to the feeling that it is harder for visually impaired individuals to navigate the street without a kerb line.

In order to mitigate this, extensive consultation has been undertaken to seek to implement a set of measures which will provide clear guidance of the carriageway and ensure that individuals who are visually impaired can effectively navigate the environment.

A number of shared space schemes are now in operation locally and more widely in the UK. Best practice from these schemes has also been used to inform the development of the scheme design for Portsmouth.

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on

This scheme is being presented to Cabinet Members on 5th December, to enable them to consider all views relating to the scheme, and come to a conclusion as to the most appropriate way forward.

June 14 update

The 2 options regarding Palmerston Road are being presented to Traffic and transport committee on the 24 July where members will suggest what option to take forward.

October 14 update

A report is being presented at the Traffic and transport committee on October regarding Palmerston Road as an update to the T&T report that was submitted in July 2014. This update report is for the Portfolio Holder for Traffic and Transport to consider the Officer advice and recommendations on the proposals. The update is that vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road.

January 2016 Update

A report is being presented at Traffic and Transportation Committee in January 2016 regarding making the current ETRO concerning South to North running in Palmerston Road, inviting the Portfolio Holder for T&T Committee to consider the officer recommendation to make the current status quo in Palmerston Road permanent, as well as implementing engineering measures to mitigate the concerns raised through this EIA.

What changes or benefits have been highlighted as a result of your consultation?

The scheme has developed and modified as a result of consultation.

The original scheme included a level surface with no delineation between the pavement and carriageway areas and no contrast in colour. It also made no provision for extra disabled parking bays and stopped any parking in the pedestrian zone area between Clarendon Road and Villiers Road.

As a result of the consultation there is now proposed a clear contrast in colour between the grey footway and red carriageway. Cordoruy paving is included to a width of 400mm alongside a drainage channel of 200mm to provide a physical warning barrier. This helps to address the concerns of the blind and partially sighted to the hazard of the level surface.

The inclusion of a disabled bay in Villiers Road and two in Ashby Place car park have been made to address the concerns of availability of parking for Blue badge holders following the prohibition of traffic in Palmerston Road and the taxi rank 7pm to 11.30pm in place of disabled bays in Portland Road.

As a result of the ongoing consultation and the issues identified within this EIA, a series of engineering measures will be proposed to mitigate where possible the concerns raised as part of the decision to make the ETRO permanent.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

Action	Timescale	Responsible officer
	Page 30	

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

Steven Flynn

Step 7 - Now just publish your results

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your full EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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Agenda Item 5



Portsmouth
CITY COUNCIL

Agenda item:

Title of Meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting 21 January 2016

Subject: Tendered Bus Routes – New Contracts from 27 March 2016

Report by: Director of Transport, Environment and Business Support

Wards affected: All

Key decision: Yes

Full council decision: No

1. Purpose of report

- 1.1** This report considers the outcome of the re-tendering of the subsidised bus service contracts in Portsmouth to be awarded for three years from Sunday 27 March 2016.

2. Recommendations

That the Cabinet Member for Traffic & Transportation

- 2.1** Notes the current financial pressure as a result of the concessionary reimbursement;
- 2.2** Gives approval for the award of contracts for supported bus services to operate for 3 years from Sunday 27 March 2016 in accordance with Appendix A.
- 2.3** Acknowledges that the bus services outlined in Appendix B contain a list of tendered services and that some of those services will be run commercially (at no cost to the council) and the remainder are the tendered bus routes that are the least value for money. Therefore it is recommended that they are no longer financially supported;
- 2.4** The Director of Transport, Environment and Business Support is given delegated authority to remove bus stop infrastructure from redundant routes as appropriate;
- 2.5** The Director of Transport, Environment and Business Support is given delegated authority to make any necessary adjustments in consultation with the Cabinet Member for Traffic and Transportation for any variations to the contract award within procurement rules and overall approved budget for the Traffic and Transportation Portfolio.

3. Background

- 3.1 Under section 63 of the Transport Act 1985 English local authorities outside London have an implied duty to provide subsidised bus services where there are no commercial services and where they think it appropriate. This is usually arranged by inviting tenders from bus operators. The Act does not set out the level of support required.
- 3.2 The current tendered bus contracts were due to expire on Saturday 4 June 2016. However due to the publication of the councils indicative budget savings on the 18 November 2015 it was necessary to terminate the current contracts to end on the 26 March 2016. Section 10 clause 39.2 of the contract allowed for either party to give notice.
- 3.3 Currently 87% of the bus network in Portsmouth is commercially operated and the Council aims to fulfil its implied duty within the Transport Act 1985 by funding a number of routes within the available budget through the regulated market, ensuring residents can access health facilities, shops and the primary, commercial bus network.
- 3.4 A full EU Procurement Process has been carried out for the provision of supported bus services in Portsmouth. Contracts were tendered for 3 years extendable from the end of year 1 in increments of no less than 1 year with a start date of Sunday 27 March 2016 and an end date of Saturday 30 March 2019.
- 3.5 The tender process was carried out through Intend, the Council's electronic tendering system and conducted as an open procedure.
- 3.6 Tenders returned by the closing date of the 6 January 2016 were from:
- First Hampshire & Dorset Ltd
 - Southdown Motor Company Trading As Stagecoach (South) Ltd
- 3.7 Each compliant tender was evaluated in accordance with a set of pre-determined award criteria. The evaluation criteria are shown in the Tender Evaluation Process Appendix F.

4. Reasons for recommendations

- 4.1 Like all local authorities, the council is facing further reductions in the revenue support grant. The approval of the council's indicative budget savings on the 9th December 2015 includes a saving to be made on tendered bus services.
- 4.2 During 2015 / 2016 the council experienced a significant increase in reimbursement payments to bus operators to take them over the allocated budget. This has placed additional financial pressures on the Traffic & Transportation cash limits.

- 4.3 These significant increases in reimbursement to bus operators will continue in future years along with further increases in the underlying cost of the scheme in line with increasing pass numbers and rising bus fares.
- 4.4 In accordance with DfT guidelines the council uses the DfT calculator, to calculate reimbursement to bus operators.
- 4.5 The recent bus operator claims for additional reimbursement will have a significant impact on the tendered and concessionary fare bus budgets. The reimbursement to bus operators for revenue forgone as a result of The English National Concessionary Travel Scheme (ENCTS) is outside the control of the council as the reimbursement is demand led, based on fares, concessionary trips and network characteristics.
- 4.6 The termination of the current contracts to end on the 26 March 2016 to enable full year savings in 2016 / 2017.
- 4.7 These recommendations fulfil the council's implied duty under the Transport Act 1985 by funding a number of routes to promote access to health facilities, shops and the primary, commercial bus network. The routes to be retained are shown in a map in Appendix C. To help in the understanding of the total daytime loss of services Appendix D and E identifies the roads that will no longer have a bus service.
- 4.8 It should be noted that the administration of Bus Services Operators Grant (BSOG) for tendered bus service contracts was made the responsibility of the Council as the local transport authority in January 2014. This BSOG payment to the council amounts to £85,000 per year. This sum is fixed and is not reduced or increased as a result of changes to the number of bus services tendered. The Department for Transport has ring fenced the BSOG payment to the council for public transport expenditure until the 31 March 2017.
- 4.9 The BSOG payment for 2016 / 2017 will be used to net off the contract costs.
- 4.10 With any reduction in bus routes there will need to be a review of the existing bus stop infrastructure. Therefore it is requested that delegated authority is given to the Director of Transport, Environment and Business Support so that infrastructure requirements can be considered on a location by location basis. Any removal may also have an impact of reducing the revenue the Council receives through the Bus Shelter contract, which will need to be considered further.

5. Equality impact assessment (EIA)

- 5.1 A Preliminary Equality Impact Assessment has been carried out that has demonstrated that the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. People will be engaged to ensure that they are aware of the changes using various methods including the local media.

- 5.2 This report has been made available on Portsmouth City Council's website as a consultation document to provide an avenue for engagement with residents. Engagement through various social media and local press is also being carried out by the Corporate Communications Team.

6. Legal Services Comments

- 6.1 Under section 63 of the Transport Act 1985 the Council has power to secure the provision of such public passenger transport services as it thinks appropriate to secure to meet any public transport requirements within its area which would not in the Council's view be met apart from any action taken by it for that purpose. This includes a power to provide service subsidies through commissioning tendered bus services.
- 6.2 In exercising these powers the Council has a specific duty to have regard to the transport needs of members of the public who are elderly or disabled.
- 6.3 In determining whether to accept a tender for subsidised services the Council must have regard in particular to (1) a combination of economy, efficiency and effectiveness and (2) the reduction or limitation of traffic congestion, noise or air pollution.
- 6.4 In performing its functions in relation to service subsidies the Council has a general duty to have regard to the interests of the public and of persons providing public passenger transport services in its area.

7. Director of Finance Comments

- 7.1 The savings proposal approved at the December Council meeting was; to make a saving of £150k against the annual cost of Tendered Bus Routes. This means a reduction in the subsidy provided to the bus operators to support their non-commercial routes.
- 7.2 Currently the cost of providing the Nationwide Travel Concession Scheme and providing subsidies for Tendered bus routes equates to an amount of just under £5m per annum. The majority of this budget is to fund the Nationwide Travel Concession Scheme. Any increased claims from the Bus Operators needs to be funded from this annual budget net of the approved budget saving of £150k.
- 7.3 The cost of the Nationwide Travel Concession scheme is a demand led cost influenced by usage and also average fare prices, both of which are not under the direct control of Portsmouth City Council. Therefore the Council is very sensitive to any increases in either patronage or increased average fare value and only have this budget to fund resultant increased costs from without impacting other areas within the T&T portfolio.

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Signed by: Alan Cufley, Director of Transport, Environment and Business Support

Appendices: Appendix A, B, C, D, E and F

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
Gateway Process	Transport Planning and on Intend
Tender Documents	Transport Planning and on Intend
Tender Returns	Transport Planning and on Intend
Tender Evaluation	Transport Planning and on Intend
Indicative budget savings 18 November 2015	PCC website, Transport Planning and Democratic Services
Portsmouth City Council Revenue Budget 2016/17 - Savings Proposals Date of decision: 3rd December 2015 (Cabinet) 8th December 2015 (City Council)	PCC website, Transport Planning and Democratic Services
Preliminary Equality Impact Assessment and consultation	Transport Planning, Corporate Communications Team and Equalities Unit.

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

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Signed by:

Councillor Ken Ellcome, Cabinet Member for Traffic & Transportation

Appendix A

To support the following services:

Service	Comments	Contract costs per year
16	Sunday & Bank Holiday (Whole route) - Hard Interchange – Old Portsmouth Point - Clarence Pier - SPP Pier - Bransbury Park - Ferry Road	£8,600
22	Monday to Sunday (Whole route) Sainsbury's Farlington – Lower Drayton – Cosham – Medina Road / Parr Road (alternate journeys) - Highbury	£42,650

Appendix B

Service	Operational information	Further information & Impacts	Cost Lowest to highest
1	Monday to Saturday after 21:00 - Hard Interchange - Southsea - Eastney - City Centre - Hard Interchange (Circular Route) Commercially operated at other times.	Current operator will run this service after 21:00 commercially.	No cost
3	Monday to Saturday after 21:00. Gunwharf Quays-City Centre-Cosham-QA Hospital-Portchester-Fareham	Current operator will run this service after 21:00 commercially.	No cost
7	Monday to Saturday after 21:00 Southsea-City Centre-Cosham-Waterlooville-Wecock Farm	Current operator will run this service after 21:00 commercially.	No cost
8	Monday to Saturday after 21:00	Current operator will run this service after 21:00 commercially.	No cost
12 daytime 12 Evenings 12 Sundays & Public Holidays	Monday to Sunday Lower Wymering - Cosham – Highbury	Service fully supported financially. Replaced by the new 22 service, which will maintain a service in Medina Road Lower Farlington and Highbury.	Daytime £41,000 - £56,000 Evenings £6,000 - £9,900 Sundays £8,500 - £9,700
13 / 14	Monday to Saturday 13 City Centre - Fratton – Milton 14 Hard Interchange - City Centre - Fratton - Copnor - Baffins	One trip only supported after 20:00.	£9,580

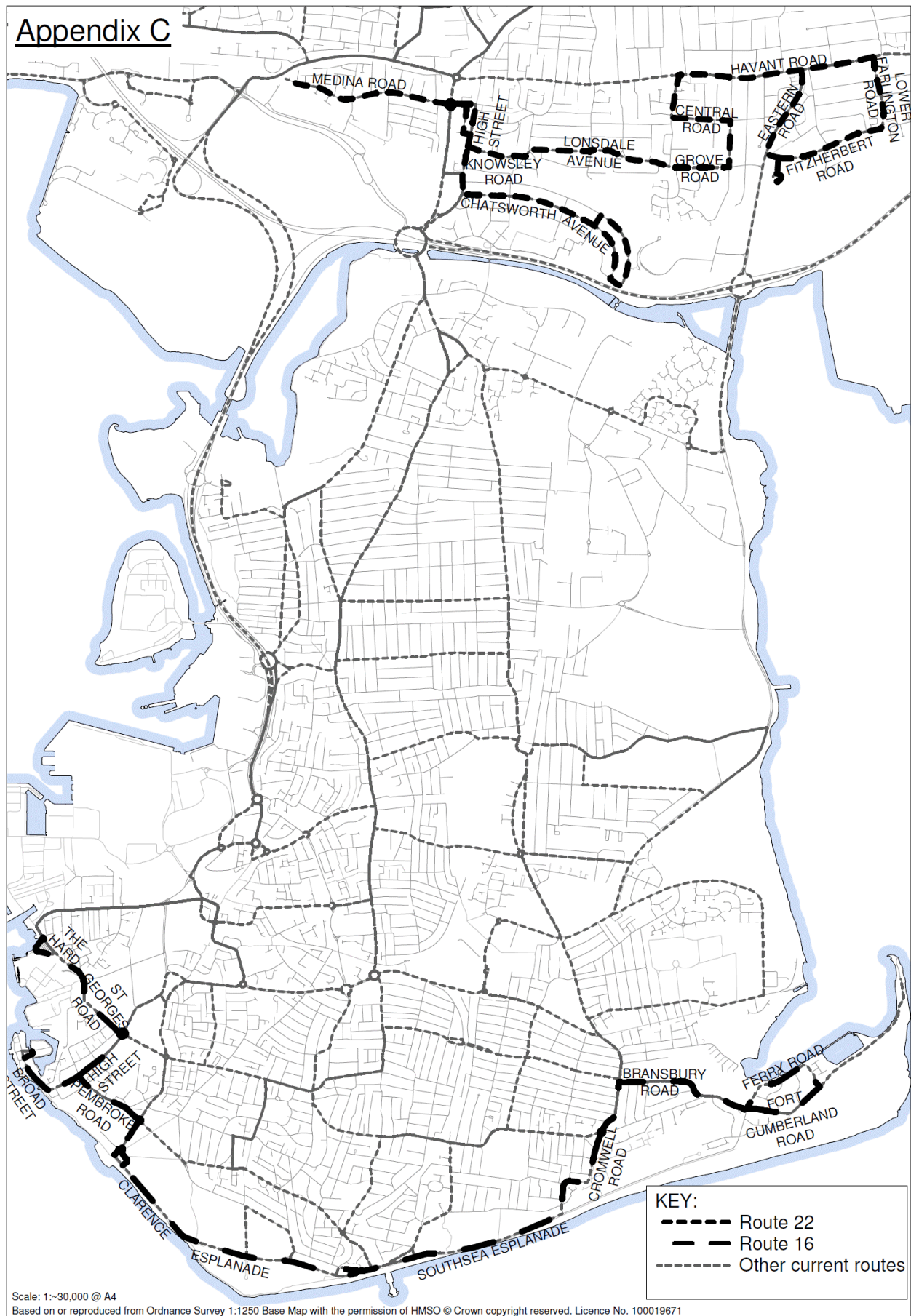


15 daytime	Monday to Saturday daytime Hard Interchange -City Centre - Elm Grove - Devonshire Avenue - Bransbury Park - Ferry Road	Current operator will run the daytime service commercially. This service will complete a one way loop around Ferry Road omitting Ferry Road to Eastney Lifeboat Station Terminus.	No cost
15 evenings	Monday to Saturday Hard Interchange -City Centre - Elm Grove - Devonshire Avenue - Bransbury Park, Ferry Road as the daytime commercial service.	Two journeys after 18:00 Daytime service maintained commercially. Sunday service provided by the 16 service.	£12,600 - £26,500
17/18	Monday to Saturday after 2100 - 17 -Tipner - North End - Copnor - Southsea SPP ----18 - Southsea SPP - Fratton - North End - Cosham - Paulsgrove (Hillsley Road) These services interwork with each other.	Supported after 21:00 only.	£11,950 - £30,145 The cost range is supporting 1, 2 or 3 journeys after 21:00.
19/19A	Monday to Saturday 2 hourly frequency (whole route) - City Centre - Old Portsmouth Point - Central Southsea - Fratton Way - Baffins - Portsmouth College - Copnor Road -Stubbington Avenue -North End junction. -	This service is fully supported on a 2 hourly frequency Some roads will lose their bus service. (See attached appendices)	£84,500 - £92,000
21	Monday to Saturday after 21:00 Farlington - Copnor - Commercial Road - The Hard Interchange	The current operator will undertake a commercial evaluation before making a decision on the level of service offered.	£9,300 - £15,000 The cost range is supporting 1 or 2 journeys after 21:00.
24	Monday to Saturday (whole route) - Farlington - Drayton - Cosham - Clement Attlee Way - Port Solent	This service is fully supported. Replaced by the new 22 service to maintain a service in Lower Drayton. There will no longer be a service into Clement Attlee Way or Port Solent	£64,750 - £79,850

24	Sunday (whole route) - Farlington - Drayton - Cosham - Clement Attlee Way - Port Solent	The service is fully supported. Replaced by the new 22 service to maintain a service in Lower Drayton. There will no longer be a service into Clement Attlee Way or Port Solent.	£12,500 - £13,900
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Appendix C



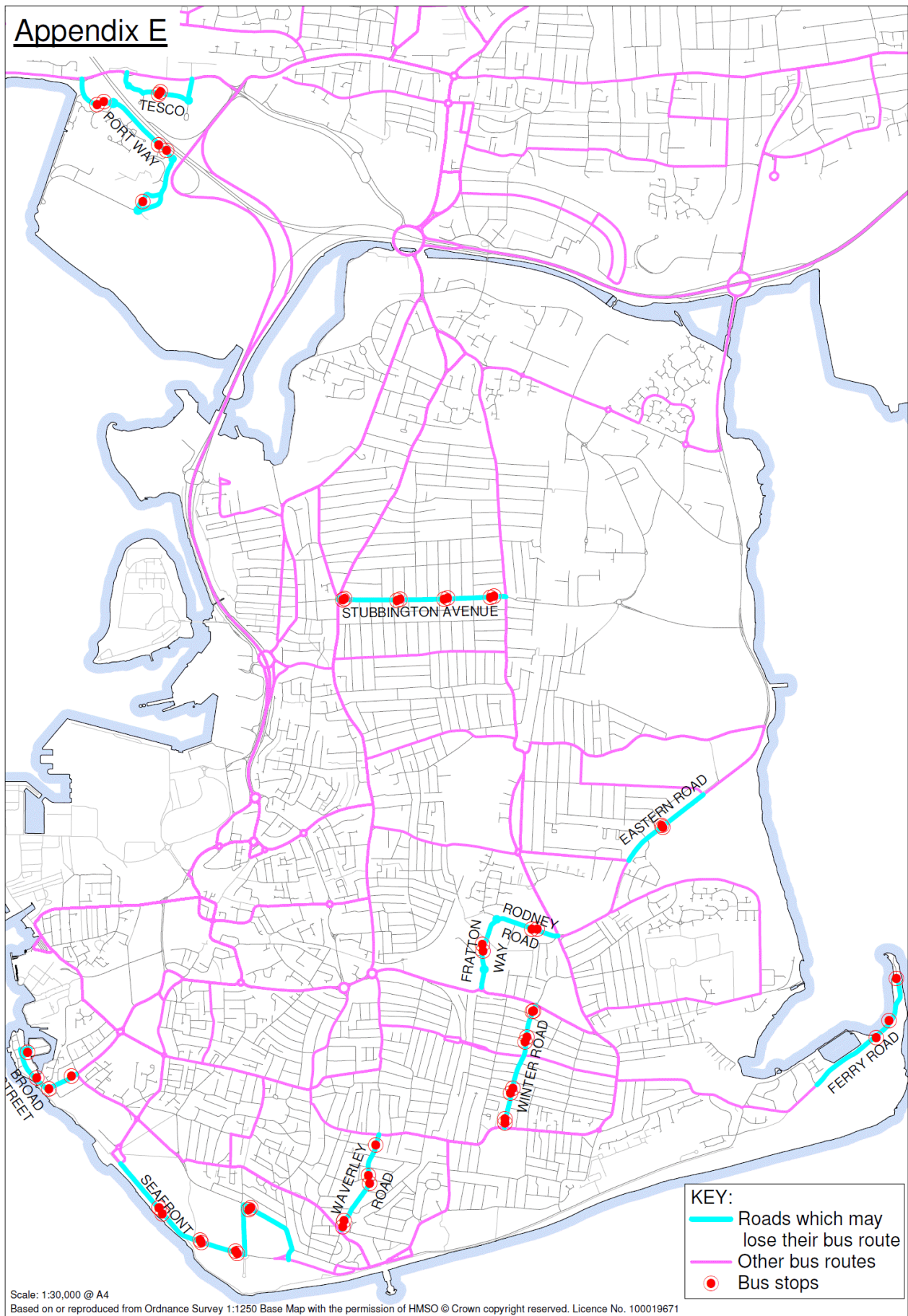
Appendix D

The following list identifies roads that will not be served if the recommendations are accepted.

Road	Service
Port Way (Port Solent)	24
Clement Attlee Way	24
Binnacle Way	24
Compass Way	24
Stubbington Avenue	19
Eastern Road (Between Hayling Avenue and Langstone Road)	19
Rodney Road	19
Fratton Way	19
Winter Road	19
Waverley Road	19
South Parade (Sundays maintained by the 16 service)	19
Clarence Parade	19
Avenue De Caen	19
Clarence Esplanade (Sundays maintained by the 16 service)	19
Broad Street (Sundays maintained by the 16 service)	19
Ferry Road (Eastney Lifeboat Station section)	15/16



Appendix E



Appendix F

Tender evaluation

- A full EU Procurement Process was carried out.
- The tender documents requested annual prices for three-year contracts.
- Bids were evaluated on individual routes where bids had been provided by more than one bidder. Where there was only one bid evaluation was not carried out.
- Compliant bidders satisfactorily passed the quality standards
- There are extensive evaluation spreadsheets, which will be held in document storage on Intend.
- The project was carried out under the Gateway Process and through Intend, using pre-determined evaluation criteria in assessing the relative merits of the various bids as follows:
- Tender award criteria:
 - Quality 30%
 - Cost 70%
 -
- Minimum standards that applied

Criteria Ref	Score
Supplier Information - Supplier Status Questionnaire Section 1	For information only
Grounds for Mandatory Exclusion - Supplier Status Questionnaire Section 2	Pass/Fail
Grounds for Discretionary Exclusion - Supplier Status Questionnaire Section 3	Pass/Fail
Economic & Financial Standing - Supplier Status Questionnaire Section 4	Pass/Fail
Technical & Professional Ability - Supplier Status Questionnaire Section 5	Pass/Fail
Additional Minimum Requirements - Supplier Status Questionnaire Section 6	Pass/Fail
Insurance - Supplier Status Questionnaire Section 6B	Pass/Fail
Compliance with equality legislation - Supplier Status Questionnaire Section 6C	Pass/Fail
Environmental management - Supplier Status Questionnaire Section 6D	Pass/Fail
Health & Safety - Supplier Status Questionnaire Section 6E	Pass/Fail
Declaration - Supplier Status Questionnaire	Pass/Fail

The following table outlines the sub-criteria that were used to assess the quality aspects of the Tender including the weighting of each element.

Points were awarded on a route-by-route basis.

Tender Evaluation Breakdown		
Section		Weighting
1	QUALITY	23%
1.1	Number of operating days	1
1.2	Number of operating hours	1
1.3	Frequency of service	1
2.	Vehicle information	5%
2.1	Vehicle age	1
3.	Environmental	2%
3.1	Euro 4 engine type or better	1
4	COST	70%
4.1	Cost	1