

Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 29th September 2016

Subject: Isambard Brunel Road Temporary TRO

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

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. The purpose of this report is to seek approval to implement a temporary traffic regulation order (TTRO) facilitate the redevelopment of the Chaucer House site in Isambard Brunel Road.

2. Recommendations

- 2.1 That approval is given to implement a temporary traffic regulation order to restrict the use of Isambard Brunel Road (between Greetham Street and Station Street) to buses, hackney carriages, cycles, service vehicles and for access only, and further to enable the temporary closure of the existing bus lane and footway forward to Chaucer House. It should be recognised that, due to the construction period of the works, the TTRO is likely to remain in place for up to 2 years.

3. Background

- 3.1. Planning permission has been granted for the redevelopment of Chaucer House to provide purpose-built student accommodation. Construction is planned to take place over the next 2 years; the development will be completed and available to students in time for the start of the 2018 academic year. Due to the confined nature of the site the developer seeks to occupy that part of the highway currently used as a footway and bus lane on the south side of Isambard Brunel Road to establish a site compound and facilitate implementation of the development.
- 3.2. A plan is appended to this report indicating the proposed signing, controls and temporary relocation of the bus stops to give effect to the temporary traffic regulation order on the ground. The 4 pay and display parking bays in Dugald Drummond Street will also be suspended as part of this order.

4. Reasons for recommendations

- 4.1. Whilst a licence to occupy the highway for such purposes can be granted under section 14(1) of the Highways Act, bus priority on this route is essential to the efficient operation of the public transport network within the city and it is not felt that this can be secured by integrating the bus services with the general traffic use of Isambard Brunel Road.
- 4.2. As a consequence it is proposed to limit the use of Isambard Brunel Road (between Greetham Street and Station Street) to buses, cycles, hackney carriages, service vehicles and for access for the duration of the construction period via a temporary traffic regulation order.
- 4.3. Upon completion of the build, reinstatement of the bus lane and a comprehensive improvement to the public realm within the area occupied by the developer is envisaged. All of the costs associated with implementing the temporary traffic regulation order and the subsequent public realm improvement will be met by the developer, secured through the Section 106 planning agreement associated with the permission.
- 4.4. In addition to facilitating the development, this revised operation of Isambard Brunel Road will provide an opportunity to observe the effectiveness of the approach and inform a future decision on the benefits of potentially establishing such an arrangement on a permanent basis, which could enable a wider public realm improvement.

5. Options considered and rejected

- 5.1. Buses currently operate within a dedicated lane, separate from the traffic flow on Isambard Brunel Road. The option of integrating the bus services into the general traffic lanes of Isambard Brunel Road was considered but rejected, as this would compromise the efficient operation of the bus network in the city.

6. Equality Impact Assessment

- 6.1 A preliminary EIA has been completed and found that the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away from disabled people and the affected bus stops will remain accessible for all users.

7. Legal implications

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their 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."
- 7.2 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.

- 7.3 Under section 14 of the Road Traffic Regulation Act 1984 (RTRA) a traffic authority has the power to make a temporary traffic regulation order (TTRO) regulating or prohibiting traffic (including pedestrians) on a road or any part of a road for a number of reasons including, where works are proposed to be carried out on or near the road and/or where there is a likelihood of danger to the public, or of serious damage to the road that is not attributable to those works.
- 7.4 When considering making a TTRO a traffic authority must consider any alternative routes suitable for traffic affected by the order (section 14(3) RTRA).
- 7.5 A TTRO can last up to 18 months, unless the following apply:
- a) the Secretary of State authorises an extension to this time period for a further six months under section 15(3) RTRA; or
 - b) where the order is made for the reason that works are being or are proposed on or near the road and the authority is satisfied, and it is stated in the order that it is satisfied, that the execution of the works in question will take longer than 18 months (section 15(2) RTRA . In such a case a traffic authority must revoke the order as soon as the works are completed.
- 7.6 The procedure for making a TTRO is set out in regulation 3 of the Road Traffic (Temporary Restrictions) Procedure Regulations 1992. This provides that a traffic authority must at least seven days before making a TTRO publish a notice of its intention to make the order in a local newspaper with details of the order.
- 7.7 Where a TTRO is in relation to roads and cycle tracks a traffic authority must before the day the order is made give notice of the order to the chief officer of police.

8. Director of Finance's comments

- 8.1 The cost of implementing the recommendations within this report is anticipated to be funded by the developer in their entirety and therefore does not require any additional cost to, or contribution by, the Council.

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

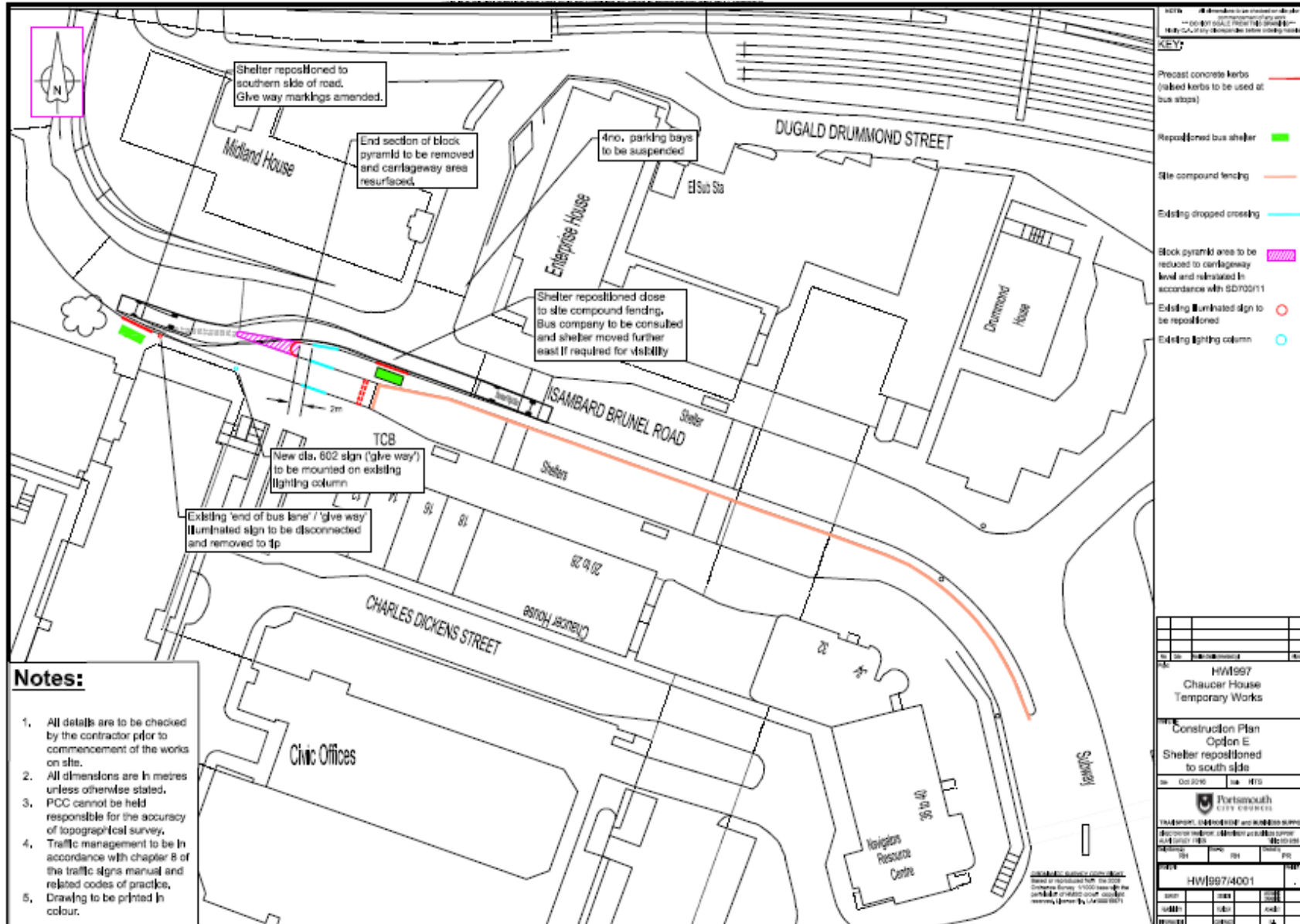
Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

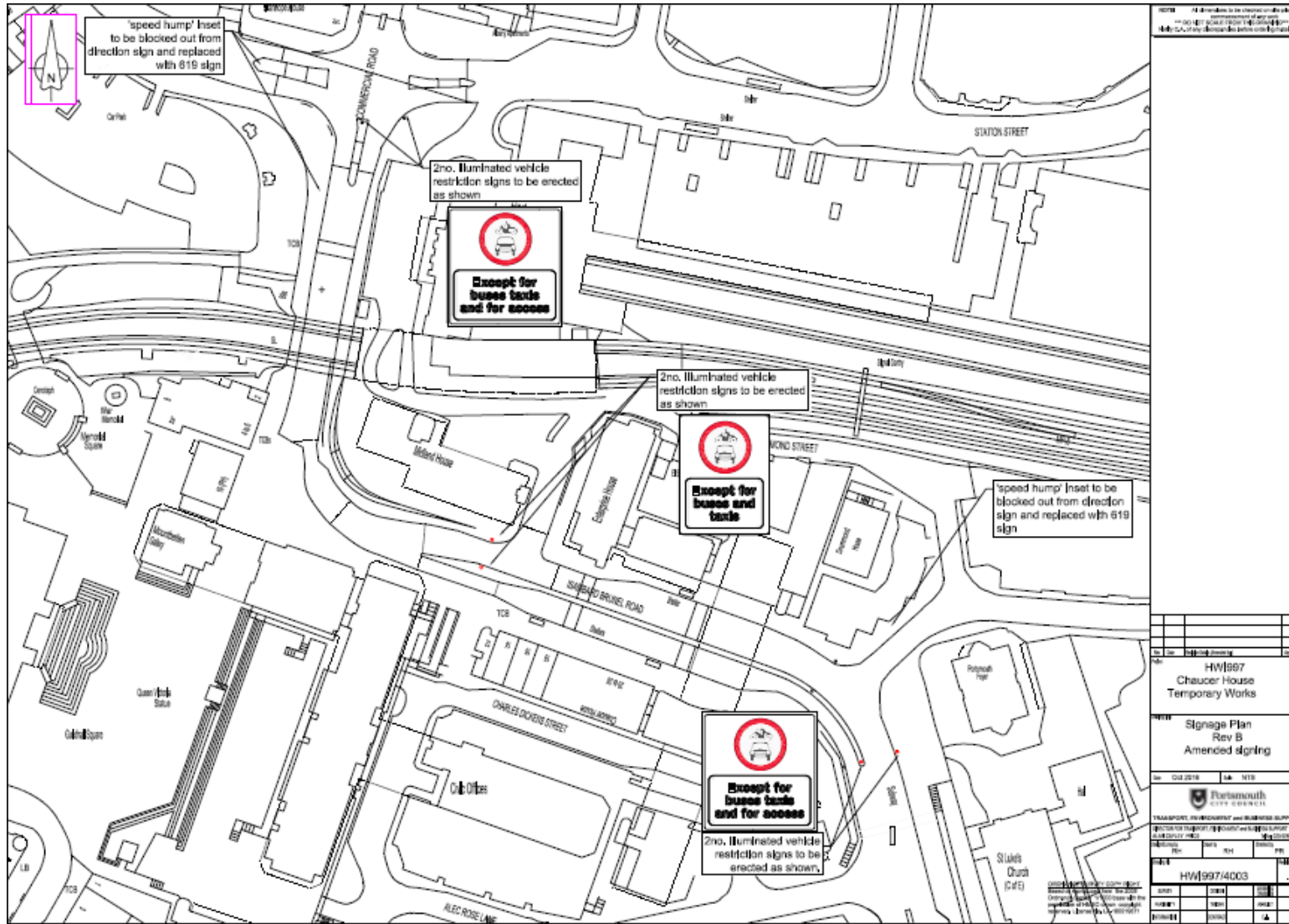
Title of document	Location

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

.....
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation



Drawing number HWI997/4003: Signing



Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Traffic & Network management

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

Isambard Brunel Road Temporary Traffic Regulation Order

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

- Existing
- New / proposed
- Changed



Q1 - What is the aim of your policy, service, function, project or strategy?

To limit the use of Isambard Brunel Road (between Greetham Street and Station Road) except for access, and for buses, hackney carriages, and cycles, to allow the temporary closure of the current bus lane and footway to facilitate development of Chaucer House.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

This strategy will allow the temporary closure of the current bus lane and footway facilitating the development of Chaucer House.

This will require relocation of the bus stops further to the west and closer to the city centre which should make them more accessible for all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

The temporarily revised operation of Isambard Brunel Road will provide an opportunity to observe the effectiveness of the approach and inform a decision about the benefit of establishing such an arrangement on a permanent basis which would facilitate a wider public realm improvement. It will have detrimental effect on both:

- a) car drivers who use this route as a 'rat run' largely to avoid congestion on Alfred Road / Anglesea Road (A3) and Winston Churchill Avenue; and
- b) students resident in Margret Rule Hall who will be provided with a new access directly to Charles Dickens Street

Neither of these groups reflect the specifically protected groups protected by equality legislation.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

Q7 - How have you come to this decision?

The proposal does not have any specific impact for any of the protected equality groups as the effected bus stops are to be relocated closer to the city centre and will remain accessible to all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email: equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Peter Hayward

This EIA has been approved by:

Contact number:

Date:

16/09/2016

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 preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk