

Agenda item:

Title of meeting: Traffic and Transportation

Date of meeting: 12th March 2014

Subject: Southsea Town Centre Improvements: Osborne Road

Report by: Head of Transport and Environment

Wards affected: St Judes

Key decision: No

Full Council decision: No

1. Purpose of report

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

2. Recommendations

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

3. Background

June 2013 Consultation

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

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

The consultation included the following elements:

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

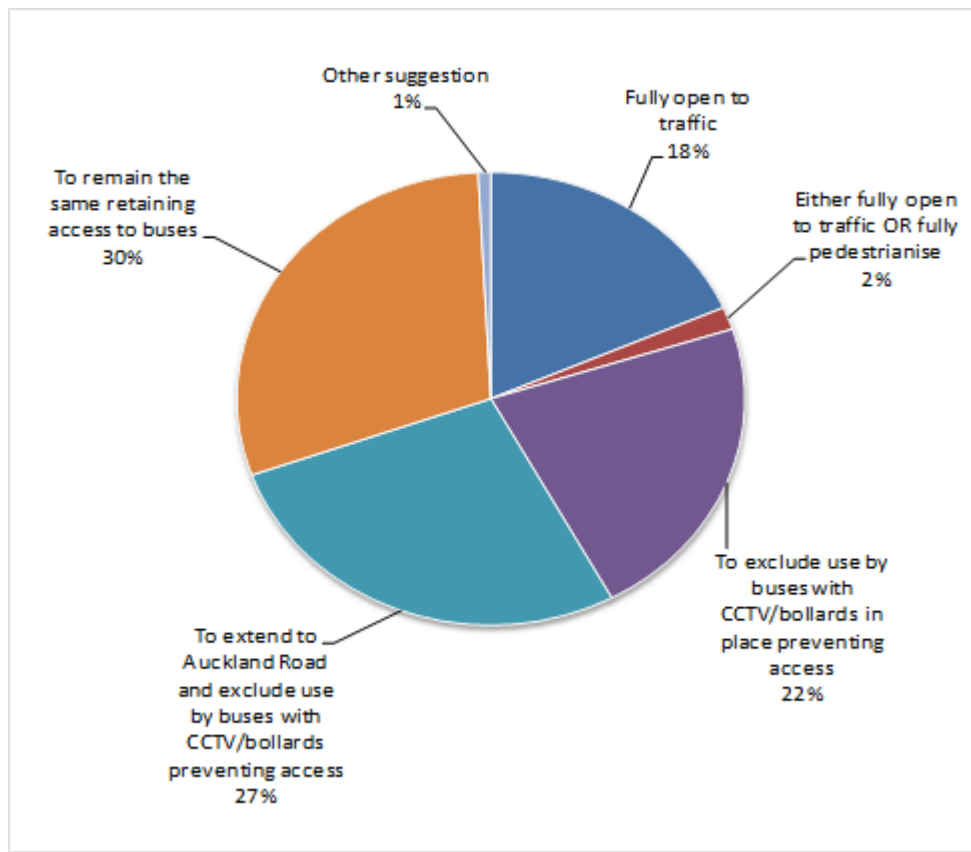
- Mobile exhibition in Palmerston Road precinct;
- Leaflet outlining the proposals with attached feedback form (available online, at consultation events and at Southsea Library) – see Appendix A; and
- A dedicated consultation page on PCCs website

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

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

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

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



Base: 499 respondents providing an answer to the question.

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

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

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

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

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

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

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

Details of the Proposals

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

In Osborne Road:

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

In Palmerston Road:

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

Forward programme

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

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

The provisional forward programme is as follows:

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

4. Reasons for recommendations

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

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

5. Equality impact assessment (EIA)

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

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

6. Legal Implications

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

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

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

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

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

Avoiding danger to people or traffic.

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

Facilitating the passage of traffic (including pedestrians).

Preventing the use of the road by unsuitable traffic.

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

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

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

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

7. Finance Comments

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

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Signed by:

Appendix: Osborne Road regeneration draft proposals plan.

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

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

Title of document	Location
nil	

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

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Signed by: **Councillor Jason Fazackarley**