



Title of meeting: Cabinet Member for Traffic and Transportation
Date: 17th December 2015
Subject: Wymering Road & Portchester Road One Way – Results of Public Consultation
Report by: Director of Transport Environment & Business Support
Wards affected: Copnor Ward
Key decision (over £250k): No
Budget & policy framework decision: No

1. Purpose of report

1.1 To consider the responses to the public consultation regarding the proposals to implement a one-way system within Wymering Road and Portchester Road.

2. Recommendations

2.1 **That a Traffic Regulation Order is raised and advertised to seek comments from residents within the City regarding the proposals;**

2.2 **That provided the public consultation does not yield any objections to the proposals that Option 2, i.e, Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound, be implemented within the area;**

3. Background

3.1 Following a request from the local councillors and residents within the area, Portsmouth City Council was asked to canvas residents' views regarding whether they would support the implementation of a one-way system to operate within both Wymering Road and Portchester Road.

3.2 Both Wymering Road and Portchester Road are perceived by residents to have high levels of traffic within residential roads. Concerns have also been raised regarding the safety of pedestrians accessing the local schools. Wymering Road and Portchester Road, along with surrounding residential roads within the vicinity, are part of the citywide 20mph speed limit which was implemented in October 2007.

3.3 Representations have been received from local councillors raising concerns regarding inconsiderate parking. A further concern is the infringement on the zig-zag markings when vehicles pull in to allow oncoming vehicles to pass safely. In addition, residents perceive that their road is being used as a 'rat-run' to avoid delays in travelling times.

3.4 A postal consultation was carried out with residents of Wymering Road and Portchester Road (from its junction with Drayton Road to its junction with Farlington Road) during December 2014. The results were as follows:-

From the 234 letters addressed to residents we received 113 completed voting forms (a return of 48%). The breakdown of the results is as follows:

Option 1 - Implementing a one-way traffic flow within Wymering Road in a westbound direction (from its junction with Farlington Road to its junction with Drayton Road) and a one-way traffic flow within Portchester Road in an eastbound direction (from its junction with Drayton Road to its junction with Farlington Road) - received 49 votes from residents (43% of returns);

Option 2 - Implementing a one-way traffic flow within Wymering Road in an eastbound direction (from its junction with Drayton Road to its junction with Farlington Road) and a one-way traffic flow within Portchester Road in a westbound direction (from its junction with Farlington Road to its junction with Drayton Road) - received 45 votes from residents (40% of returns);

Option 3 - That the existing road layout remains unchanged - received 19 votes from residents (17% of returns);

3.5 The result of the consultation demonstrates a clear consensus (83%) for a one-way scheme of some type. With only a four vote difference between the option 1 and option 2 proposals, both options are considered equally viable.

3.6 Following a scheme update letter addressed to residents within both Portchester Road and Wymering Road on 23rd July 2015, the Service Director for Traffic Environment and Business Support was contacted by a local councillor (representing a resident) who was concerned with a possible option 1 approval. This direction of one-way was found to cause this resident a significant access problem because of their type of disability and requested that either option 2 or 3 is progressed. Given that no other disabled residents on either street have raised specific concerns with any option and that the voting between option 1 and 2 is very close, it is recommended that this request is implemented.

4. Reasons for recommendations

4.1 Providing a form of one-way scheme satisfies 86% of residents who voted in favour of a change in road priorities.

4.2 The option 2 one-way implements a scheme that is acceptable to a concerned resident who has strong concerns regarding the alternative one-way option because of their specific disability.

4.3 The one-way proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life;

4.4 The combination of a 20mph speed limit and the use of one-way roads will seek to increase road safety through reduced speeds and better traffic flow with the removal of vehicle conflict. In turn this will improve that habitability of the area for residents and provide a safer environment for all road users.

5. Equality impact assessment (EIA)

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

6 Legal comments

6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

6.2 A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make 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.

6.3 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7. Director of Finance's comments

7.1 The proposed Wymering Road and Portchester Road One Way traffic scheme will cost in the region of £52,000, which includes the on-going maintenance cost. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the capital programme.

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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

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

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Signed by:
Cllr Ellcome
Cabinet Member for Traffic & Transportation