



SUPPLEMENTARY AGENDA

CABINET MEMBER FOR TRANSPORT

WEDNESDAY, 26 JULY 2023 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014
Email: democratic@portsmouthcc.gov.uk

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

(NB This supplementary agenda should be retained for future reference with the main agenda and minutes of this meeting).

SUPPLEMENTARY AGENDA

3 TRO 40/2023: City Centre North (Bus Gates, One Way, Speed Limit and Waiting & Loading Restrictions) (Pages 3 - 28)

'The enclosed report originally marked on the agenda "to follow" was published on 18 July 2023.

Purpose

To consider representations received during the consultation for the proposed Bus Gates, One Way Streets, Speed Limit and Waiting & Loading Restrictions in the City Centre North, Portsmouth.

RECOMMENDATION

It is recommended that the Cabinet Member for Transport:

Approves the City Centre North scheme and the implementation of the TRO 40/2023 for the introduction of Bus Gates, One Way Streets, Speed

Limit and Waiting & Loading Restrictions in the City Centre North, Portsmouth as advertised, following the formal consultation.

Agenda Item 3



Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 26 July 2023

Subject: TRO 40/2023: City Centre North (Bus Gates, One Way, Speed Limit and Waiting & Loading Restrictions)

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Aneta Scurtu, Senior Engineer (Project Manager)

Wards affected: Charles Dickens

Key decision: Yes

Full Council decision: No

1. Purpose of report

- 1.1. To consider representations received during the consultation for the proposed Bus Gates, One Way Streets, Speed Limit and Waiting & Loading Restrictions in the City Centre North, Portsmouth.
- 1.2. In this report, TRO means Traffic Regulation Order.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1. **Approves the City Centre North scheme and the implementation of the TRO 40/2023 for the introduction of Bus Gates, One Way Streets, Speed Limit and Waiting & Loading Restrictions in the City Centre North, Portsmouth as advertised, following the formal consultation.**

3. Background

- 3.1. The South East Hampshire Rapid Transport (SEHRT) scheme seeks to improve public transport provision and journey times across the Solent region. The SEHRT is focussing upon enhancing existing public transport services through new and improved bus priority routes making traveling by bus a more attractive option. This programme of improvements delivers a network of rapid transit routes to help get



people to key employment, educational, and leisure areas. This is to be achieved through consistent bus journey times which will connect with rail and ferry services to create an integrated transport system across South East Hampshire. In September 2020, £55 million from the overall Transforming Cities Fund (TCF) was awarded across the South East Hampshire area, with the City of Portsmouth successfully awarded just over £26 million to improve connectivity and increase productivity via better walking, cycling, and public transport links.

- 3.2. One of the nine SEHRT schemes identified in Portsmouth is City Centre North. This scheme is proposed to create a bus corridor from Unicorn Road (South) to Commercial Road via a new road link (between Unicorn Road and Cascades Approach immediately to the south of St Agatha's Church), and along Charlotte Street to "City Shops North". This joins up existing bus only provision at Edinburgh Road and existing bus lanes at Unicorn Road, provides better penetration of the city centre by makes public transport which is then well-placed for future development. In September 2022 this proposal was granted a planning permission¹. Further, initial time savings generated by this improvement were estimated at 120 seconds.
- 3.3. In order to better manage traffic flows around the revised "Unicorn Gate" junction, it is proposed to prohibit vehicles from travelling straight ahead from Unicorn Road (northern section leading to the Naval Base Unicorn Gate) southwards to Unicorn Road (southern section) at its junction with Marketway. The existing left turn from Marketway to Unicorn Road is retained, though the lane is reduced in length to accommodate the new road link. The new road link is proposed to operate as a Bus Gate, open to buses, taxis, and cycles only. Traffic using this new road link would be subject to a 20mph speed limit.
- 3.4. Charlotte Street would remain one-way eastbound to Brewer Street, the one-way would be extended to Commercial Road and access would be restricted to buses, cycles, and emergency vehicles only between Eden Street and Commercial Road. The proposal also includes one-way streets on Eden Street, Toby Street and Brewer Street. To ensure free passage of buses, it is proposed to introduce "No loading at any time" restrictions on both sides of Charlotte Street from the layby opposite its junction with Brewer Street to its junction with Commercial Road. The layby opposite the westernmost junction with Brewer Street would become a loading bay.
- 3.5. Loading for the nearby businesses will be allowed within a new loading layby at Charlotte Street opposite to Brewer Street junction. Loading is also permitted on the double yellow lines in Brewer Street, Eden Street, and Toby Street.
- 3.6. Moreover, a 20mph speed limit would be introduced along the whole of Brewer Street, Charlotte Street, Eden Street, Landport View, Pye Street, Toby Street, and the

¹ <https://publicaccess.portsmouth.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RE8OE3MOKNB00>



section of Commercial Road from its junction with Charlotte Street to its junction with Marketway.

- 3.7. The Portsmouth Transport Strategy², (Local Transport Plan 4), recognises that there are limited public transport services in some areas of the city, and a lack of priority can slow buses down, making them less attractive. This strategy includes four strategic objectives, one of which is to 'transform public transport'. Two specific policies included under this objective are Policy J; Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services, and Policy K; Develop a rapid transit network that connects key locations in the city with South East Hampshire and facilitates future growth. These policies recognise the benefits that an enhanced public transport network, such as through the SEHRT programme, can provide.

4. Consultation and notification

- 4.1. A statutory 21-day consultation and notification under TRO 40/2023 took place between 24 May 2023 and 14 June 2023.
- 4.2. Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3 of this report), and any comments received are given due consideration. Appendix B contains the full text (anonymised) of the representations received in response to the proposal.
- 4.3. The minimum legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The proposal notice was also published on the Council's website and posted on street furniture in the vicinity of the proposed restrictions. Moreover, letters were sent to businesses and stakeholders in the vicinity highlighting the TRO 40/2023 proposal.
- 4.4. Appendix C outlines the communication and consultation undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

- 5.1 Four representations were received, and can be found in full (personal details redacted) in Appendix B. The first is objecting to the prohibition of Hackney Carriages from the Bus Gate proposed at Charlotte Street section east of junction with Eden Street.
- 5.2 The second representation is objecting to the prohibition of Private Hire Vehicles (PHVs) using proposed Bus Gates at Unicorn Road and Charlotte Street.

² [Portsmouth Transport Strategy 2021-2038](#)



- 5.3 The third representation is objecting to the 20mph speed limit proposed on Charlotte Street, on the basis that 20mph is too fast, and 5mph would be more appropriate. The correspondent is also worried about diesel fumes (from buses) entering the shops along Charlotte Street, and e-scooters speeding along the narrow footways in Charlotte Street.
- 5.4 One representation was received supporting the TRO 40/2023 proposals. It will enable bus services to avoid variable delays arising from congestion particularly on Marketway. These additional measures will help reduce bus journey times on this arterial route, which is served by 11 buses an hour between Southsea, Fareham and Clanfield.

6. Reasons for recommendations

- 6.1 The SEHRT programme received funding based upon a bid to provide improved journey times and reliability for bus services across the South East Hampshire region. One of the schemes within the successful bid located in the Portsmouth City Council area was the "City Centre North" scheme, which includes a new Bus Gate between Unicorn Road to Cascades Approach. The intention being that bus services travelling inbound and outbound from City Centre South (Station Square/Edinburgh Road) could take a more direct route between City Centre South and City shops north (Commercial Road). This is to avoid delays for outbound buses as these would be able to travel along Charlotte Street, including through a short section of currently pedestrianised area, inbound buses would continue to use existing bus lanes at Marketway and then turn left down Cascades Approach. Taxis are permitted to use the new Bus Gate between Unicorn Road and Cascades Approach.
- 6.2 Through the scheme development and following a Road Safety Audit, restrictions to vehicular movements is required to be kept minimal through the eastern most section of Charlotte Street area. This is due to the street changing from having a limited number of vehicle movements to approximately 35 buses an hour (expected). The block paved section is to be re-laid in tarmac with kerb upstands to aid visually impaired pedestrians and a zebra crossing added between the Tricorn car park and the footway along the south side of Charlotte Street as safety precautions to mitigate the introduction of additional vehicles to the area.
- 6.3 Longer term, PCC has an aspiration to regenerate the City Centre area including the former Tricorn car park, former Sainsburys site and the area around the Cornmill Roundabout. This would include a widened Charlotte Street along its length allowing for two-way traffic for public transport including Taxis, between Lake Road and Unicorn Road. The currently live planning application number 22/01243/CS3 available on PCC website for the development includes plans of what the future road system is expected to look like.
- 6.4 PCC launched a trial in November 2022 allowing licenced PHVs to use five bus lanes in Portsmouth. These bus lanes are Cavell Drive, Mile End Road, Marketway, Bishop Crispian Way, and Queen Street. An information only report was presented to the



cabinet member for Transport in March this year. This report provided an update on status of the trial, and the data collected to date. Further details can be found within this report³. This trial will continue until enough data has been collected against which its impacts can be measured. A further report will be taken to the cabinet member for Transport later in the year with recommendations on the next steps.

- 6.5 At present, the area of Charlotte Street and Eden Street, Landport View, Pye Street, Toby Street, and the section of Commercial Road between its junctions with Charlotte Street and Marketway are subject to a 30mph speed limit. The SEHRT proposal aims to reduce this speed limit to 20mph, which is the lowest speed limit that can be introduced on the United Kingdom roads.
- 6.6 PCC was awarded £12.8 million as part of the National Bus Strategy, for the funding of zero emissions buses as a result of a successful bid in partnership with First Solent and Hampshire County Council. This funding will be used to support the introduction of 62 electric buses and electric vehicle charging infrastructure. The 62 new electric buses will replace a significant part of the current diesel fleet and will support air quality improvements in Portsmouth and Hampshire. They will run on routes 1 (The Hard - City Centre - Fratton - Eastney - Southsea), 3 (South Parade Pier - The Hard - City Centre - North End - QA Hospital - Paulsgrove - Portchester - Fareham), and across the Solent area, including the X4 (The Hard – Fareham – Southampton), the X5 (Gosport – Fareham – Southampton), and the Eclipse rapid transit corridor, as well as the 9/9A, from Fareham to Gosport for the ferry connection to Portsmouth. The electric buses are due to enter service by March 2024.
- 6.7 Privately-owned e-scooters remain illegal, except on private land and with the landowner's permission. To be eligible to ride a rental e-scooter from the council's approved operator, Voi, users must be aged at least 18 and hold at least a provisional driving licence. Voi provides mandatory online training and offers regular in-person Safety Skills events, delivered by one of the UK's leading road safety organisations. Voi operates a strict "three-strikes" policy for unacceptable rider behaviour, and bans users seen pavement-riding by Voi's team of field operatives or members of the public.
- 6.8 Reducing the speed limit to 20mph, the lowest available road speed limit in the United Kingdom, would be expected to reduce the incidence of e-scooter pavement-riding, as the speed of rental e-scooters in Portsmouth is limited to 12.5mph and e-scooter users will feel safer riding in slower-moving traffic.
- 6.9 All pedestrian crossing points along Charlotte Street were designed so that pedestrians desire lines are maintained while balancing operational and spatial needs for the buses within the space available.
- 6.10 The new design proposal incorporates a zebra crossing at the Landport View and Charlotte Street junction to take pedestrians onto a wider footway. The design of Charlotte Street east of Landport View aims to retain existing footway widths but

³ [Private hire vehicles in bus lanes trial update - March 2023](#)



provides a new kerb with 60mm upstand from the carriageway surface. Additionally, a street furniture decluttering exercise will be undertaken to maximise footway space in the area. New uncontrolled crossing facilities will assist pedestrians with crossing Charlotte Street carriageway.

6.11 Refer to Appendix E drawings illustrating the proposals described above.

7. Integrated impact assessment

7.1 An integrated impact assessment has been completed and is published alongside this report in Appendix D.

8. Legal implications

8.1 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 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.

8.2 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.

8.3 A proposed TRO must be advertised, and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

9.1 The costs of works to implement the TRO 40/2023 and the associated works will be funded from the South East Hampshire Rapid Transport (SEHRT) budget in the capital programme approved by Full Council on 28th February 2023. These schemes are funded entirely by external grant awarded by the Department of Transport.

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Signed by:
Kerri Farnsworth, Interim Director of Regeneration

Appendices:

- Appendix A: The public proposal notice for TRO 40/2023
- Appendix B: Public views submitted
- Appendix C: Confirmation of communications (statutory and non-statutory)
- Appendix D: Integrated Impact Assessment
- Appendix E: Proposals Drawings

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
Planning Application 22/00958/CS3	Planning Application 22/00958/CS3
The Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
Private hire vehicles in bus lanes trial update	Private hire vehicles in bus lanes trial update - March 2023

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

.....
Signed by:

Cabinet Member for Transport

Appendix A: The public proposal notice for TRO 40/2023

THE PORTSMOUTH CITY COUNCIL (CITY CENTRE) (BUS GATES, ONE WAY, SPEED LIMIT AND WAITING & LOADING RESTRICTIONS) (NO. 40) ORDER 2023

1. Notice is hereby given that the Portsmouth City Council intends to make the above Order under the Road Traffic Regulation Act 1984.
2. The effect of the Order would be to:
 - a. Introduce a Bus Gate (buses, taxis and cycles only) on the New Link Road between Cascades Approach and Unicorn Road (Cascades Approach Extension) for its entire length.
 - b. Introduce a Bus Gate (Buses and cycles only) on the following roads:
 - i. **Charlotte Street** north-eastbound, from its junction with Toby Street in a north-easterly direction to its junction with Commercial Road; and
 - ii. **Commercial Road** northbound, from its junction with Charlotte Street to its junction with Lake Road.
 - c. Remove the bus lane on the following roads:
 - i. **Marketway** south-westbound from the northernmost point of the south-westbound slip road to its junction with Unicorn Road; and
 - ii. **Unicorn Road** southbound from its junction with Marketway south-westbound slip road to its junction with **Cascades Approach Extension** and between a point 18 metres and 66 metres north of Edinburgh Road; northbound from its junction with the new link road between Unicorn Road and Cascades Approach to its junction with Marketway.
 - d. Introduce one way working on the following roads:
 - i. **Charlotte Street** north-eastwards from its westernmost junction with Brewer Street to its junction with Commercial Road;
 - ii. **Eden Street** northwards from its junction with Charlotte Street to its junction with Toby Street;
 - iii. **Toby Street** westwards from its junction with Eden Street to its junction with Landport View; and
 - iv. **Brewer Street** southwards, eastwards and northwards from its westernmost to its easternmost junction with Charlotte Street.
 - e. Prohibit the "ahead" movement on Unicorn Road southbound (from the Unicorn Gate access to the Naval Base) at its junction with Marketway.
 - f. Introduce 20mph speed limits on the following roads:
 - i. **Brewer Street** for its entire length;
 - ii. **Cascades Approach** (including Cascades Approach Extension) from its junction with Charlotte Street to its junction with Unicorn Road



- iii. **Charlotte Street** for its entire length;
 - iv. **Commercial Road** from its junction with Charlotte Street to its junction with Marketway;
 - v. **Eden Street** for its entire length;
 - vi. **Landport View** for its entire length;
 - vii. **Pan Street** for its entire length;
 - viii. **Pye Street** for its entire length; and
 - ix. **Toby Street** for its entire length.
- g. Introduce "no waiting and no loading at any time" restrictions on the **Cascades Approach Extension** *both sides* for its entire length.
- h. Introduce "no loading at any time" restrictions on **Charlotte Street** *south-east side* from its western junction with Brewer Street to a point 5 metres north-east of its eastern junction with Brewer Street, *north-west side* from a point 11 metres south-west of its junction with Landport View to its junction with Eden Street, *both sides* from a point 6 metres north-east of its junction with Eden Street north-eastwards to its junction with Commercial Road (in addition to the existing "no waiting at any time" restrictions).
- i. Introduce a loading bay (Loading only at any time) on Charlotte Street *north side*, from a point 11 metres south-west of its junction with Landport View in a south-westerly direction for a distance of 15 metres (in place of "No waiting Monday to Saturday 8am to 7pm").
- j. Introduce a bus stop on Cascades Approach from a point 81 metres south-west of Marketway south-westwards for 29 metres, (in place of a parking place for buses).
3. Copies of the draft Order, plans and Statement of Reasons are available to view online at www.portsmouth.gov.uk by typing the term "Traffic Regulation Orders 2023" in the search bar. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
4. Any person wishing to object to this proposal must do so by sending a statement in writing, stating the grounds of the objection to TROteam@portsmouthcc.gov.uk or by post to the TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 40/2023 within 21 days of the date of this Notice (i.e. to be received no later than **14 June 2023**).
5. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated 24 May 2023

Felicity Tidbury, Assistant Director of Regeneration (Transport)

Appendix B: Public Views

<p>Objection to proposed Charlotte Street Bus Gate</p>
<p>Hackney Carriages Representation</p> <p>I object strongly to the reasoning behind the prohibition of licensed vehicles from the bus gate section of Charlotte St. We are an integral part of the public transport system of our city, providing an essential service during the hours when other operators are silent. Why are we treated continually with hostility and disdain?</p> <p>An increased use of transit lanes by licensed vehicles does not raise danger levels as all vehicles are driven by professional drivers who can behave in a professional manner. Surely an increased level of use of transit lanes by licensed vehicles is a desired outcome, raising the number of Portsmouth taxpaying voters benefitting from a scheme initiated for their benefit, or is that only a smoke screen to disguise another scheme instigated solely for the benefit of the pet buses.</p> <p>I fully understand that Central Government funding given to PCC is for the improvement of bus services, where does Central Government state that it's also for the exclusion of the licensed trade? In circa 2000 the taxi industry joined with PCC in a Taxi Quality Partnership, of which I was a signatory, with the then city engineer, Peter King. What happened to this?, and why are we constantly treated as an enemy of the city council transport personnel regarding all transport planning?</p> <p>Tens of thousands of journeys are made in licensed vehicles in Portsmouth every week by members of the public that PCC are meant to represent, are they all misguided in their choice of transportation?</p> <p>I would also question whether the block paved road surface has the integrity to sustain the continual flow of 10/12 ton buses, considerably more if loaded, please comment. Please consider including our industry in your plans instead of constantly marginalising us, shorter, more consistent journeys benefit all including the environment.</p>
<p>Objection to not including Private Hire Vehicles (PHV) to access bus gates.</p>
<p>Uber Representation</p> <p>Thank you for the opportunity to respond to this consultation. Uber supports the overall project objectives of investing in new local transport infrastructure to boost productivity, improving public and sustainable transport connectivity and improving access to sites that offer specific growth and employment opportunities. Below we set out our response to the proposals as they relate to access for Private Hire Vehicles (PHV).</p> <p>About Uber</p> <p>Uber operates in almost 60 towns and cities across the UK, connecting over 90,000 licensed PHV drivers with five million customers – supporting the shift towards more shared and sustainable transport. Uber is becoming a travel super app in the UK following the launch of international and domestic train tickets, along with intercity coaches, international flights and nationwide car rental, building on the existing options of PHV, e-bikes, e-scooters and Uber Boat by Thames Clipper.</p>

To date, Uber is the only major PHV operator in the UK to treat drivers as ‘workers’, despite a Supreme Court ruling providing clarity on how workers should apply in the sector. This means drivers on the Uber app receive holiday pay, access to a pension plan, and are guaranteed at least the National Living Wage (with actual earnings often significantly higher), whilst maintaining the total flexibility over if, when and for how long they work – something which drivers consistently tell us they value.

Bus Lane Accessibility

We note that the proposals include the creation of a new bus lane on Unicorn Road junction and a new bus gate on Lake Road West. We note also that both the gate and the lane will allow only buses, taxis, and bicycles’ to be used and private hire vehicles will not be permitted to access these bus gates. Restricting access to bus lanes for PHVs while allowing access for Hackney carriages (HC) is fundamentally unfair and creates an unlevel playing field. Both PHVs and HCs provide essential transport for a wide range of people, and both play a key role in Portsmouth’s transport system. Our drivers and our recognised union, GMB, have long highlighted concerns with the current unfair situation and the range of perverse outcomes they are seeing on the ground. By limiting access to the most direct route between points, restricting PHVs use of bus lanes results in longer, less efficient journeys for passengers and associated congestion, carbon emission and air quality impacts. When PHV drivers are forced to take circuitous routes, this leads to a poor transport experience and confusion for passengers and increases the risk of conflict and safety incidents. Furthermore, a large proportion of passengers who use PHVs do so as they have access and mobility requirements - further limiting the ability of PHVs to navigate the city’s streets therefore has the potential to disproportionately impact this community. These proposals stand to further entrench this anticompetitive and unfair situation and exacerbate the associated negative external impacts.

We understand Portsmouth City Council is currently undertaking a trial allowing PHVs access to bus lanes. We have yet to see any results from the trial and it is unclear when the trial is ending. It seems perverse to proceed with further proposals which limit PHV access to bus lanes while this trial is either still underway or before such time that the results have been evaluated and reported back to key stakeholders including operators. We would welcome further engagement on the trial and the results and a discussion on how the findings can be integrated into these proposals.

Objection to 20mph speed limit on Charlotte Street

Business Owner, Charlotte Street Representation

1. The 20mph speed limit is too fast and would need to be restricted to 5mph for the safety of the general public bearing in mind there would be 16 Buses per hour (1 every 3.75 minutes). We also have great concerns about diesel fumes entering the shops restaurants etc. due to the narrow width of the street
2. We would like to be assured that the public crossings will be positioned as not to isolate us, reducing easy access to our businesses.
3. We have experienced an increase in the use of E scooters travelling at speed through the City Centre, the narrow pavements outside our shops would need to be taken into consideration.

Support for the City Centre North TRO 40/2023 proposals**First Bus, Solent Representation**

I am writing on behalf of First Hampshire and Dorset to offer our strong support for the City Centre North under this TRO. It will enable our services to avoid variable delays arising from congestion particularly on Marketway. These additional measures will help reduce bus journey times on this arterial route, which is served by 11 buses an hour. This time saving will enable us to provide a quicker and more punctual services for passengers on our following routes:

- 3 Southsea South Parade Pier - Fareham (5 buses/hour);
- 7 Southsea - The Hard Interchange (3 buses/hour); and
- 8 Southsea Clarence Pier - Clanfield (3 buses/hour).

First Hampshire and Dorset recognises that this scheme will complement the proposed South East Hampshire Rapid Transit programme.

Appendix C: Confirmation of communications

Notice of Intent + Notice of Making

Internal (PCC) officers:

Lee Gilbert, Steven Flynn, Paul Avery, Parking Enforcement Supervisors, Denise Bastow, Oliver Willcocks, Mark Elliott, John Houghton, Michelle Love, Dispatch Services, Jane Singh, Ian Maguire, Mark Pembleton, Bradley Bee, Gary Casey, Simon Bell, Stacey Grant, Brian Clark (Colas), Simon Heathers (Colas), John Neves, Deepu Prabhakaran, Nickii Humphreys (Licensing Manager), Graham Denman (Colas), Paul Lappin (Colas)

+ RELEVANT WARD COUNCILLORS

Send Notice of Intent and Sealed TRO to:

External

Central Ambulance, Chamber of Commerce, First Group (buses), Hampshire Fire & Rescue, Hampshire Traffic Police, Road Haulage Association, Freight Transport Association, Portsmouth Water, Royal Mail, Southern Electric, Stagecoach (buses), Portsmouth Magistrates' Court, Portsmouth History Centre (Main Library), Colas, PCC Parking Enforcement, GIS Officer, Parking team supervisor, National Express coaches, Portsmouth Cycle Forum, Hackney Carriage representative, Aquacars, Uber, Naval Base St Agatha's, Cascades

Charlotte Street businesses: Galaxy Discount Store, G&S Jewellers, Jenny's, Forever Together Funeral Care, Acorn Cycles, Revitalise, Subway, iSmart, CMD Nails, Cancer Research UK, Park 27 Café, Barber Shop, Andy's Army Surplus Store, Charlotte Street mini market.

Commercial Rd North businesses: Specsavers, Argos, German Doner Kebab, Sam's, McDonald's, Taco Bell, Dim Sum Hut, Sun Hung Chang, The Box.

The News

Orders for public notices now go through Panacea.

Appendix D: Integrated Impact Assessment

Form name	Integrated Impact Assessment
Reference	IA518982899
Date	02/06/2023

Policy details

Request date	02/06/2023 16:25
Directorate	PCC Regeneration
Service	Infrastructure - Major Projects
Title of policy, service, function	SEHRT City Centre North (Unicorn Road link and Charlotte Street)
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	Provide a bus link between Unicorn Road and Cascades Approach to improve bus journey times. Provide a bus lane for outbound buses along part of Charlotte Street to improve bus journey times. Improve walking and cycling routes along and across Unicorn Road.
Has any consultation been undertaken for this proposal?	yes

<p>What were the outcomes of the consultations?</p>	<p>Stagecoach and First Bus raised concerns with the proposals, which are being investigated as part of the detailed design. As part of the planning process our designers have consulted with a PCC Heritage expert. From these discussions the design was amended to be moved further away from St. Agatha's and we amalgamated the proposed bus lane with the existing Cascades car park entrance. Consultation with design and working groups have helped to improve cycling connectivity. Also, positive feedback received from a public consultation. Please see attached stakeholder consultation summary and public consultation results summary.</p>
<p>Has anything changed because of the consultation?</p>	<p>no</p>
<p>Did this inform your proposal?</p>	<p>no</p>

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>It is providing better accessibility through installation of walking and cycling facilities in line with the accessibility requirements (New pedestrian crossings, designated cycle tracks and new pedestrian footways). Provide better access for people using mobility scooters/wheelchairs or partially sighted/blind groups.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No</p>

<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>HIVE / Society for Blind as well as through public consultation with residents and stakeholders.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>N/A</p>

Crime - Will it make our city safer?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Yes, through enhancing landscaping and provide more attractive public transportation walking and cycling routes towards the city centre.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>N/A</p>

Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>This project supports the following corporate priorities:</p> <ul style="list-style-type: none"> • Make Portsmouth a city that works together, enabling communities to thrive and people to live healthy, safe and independent lives. • Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work, visit. • Make our city cleaner, safer and greener. • Make Portsmouth a great place to live, learn and play, so our children and young people are safe, healthy and positive about their futures. • Make sure our council is a caring, competent and collaborative organisation that puts people at heart of everything that we do. <p>Better cycle connectivity will hopefully encourage more people to cycle to their destinations.</p>
How are you going to measure/check the impact of your proposal?	Feedback from residents, transport companies and users.

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The census 2011 has provided us with some interesting information on travelling by residents in Portsmouth. The data shows us a significant percentage of households in Portsmouth have no availability to a car or van, use a variety of modes to travel to work and mainly travel 5km or under to get to work.</p> <p>When looking at the information in correlation to deprivation there is a concern. The concern is those residents that are living in a deprived area don't have the travelling options to increase their access to opportunities. Subsequently, it is recommended that Portsmouth City Council prioritises alternative modes of travel, such as public transport or active travel to help open up greater opportunities, be that academically, socially or professionally for our residents. Providing a bus link between Unicorn Road and Cascades Approach should improve bus journey times to help people get to their destinations.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from residents, transport companies and users.</p>

Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Improve cycling routes in the north of the city centre to encourage people to not use their cars.</p> <p>Improving bus journey times will encourage people to use public transport more and reduce the use of cars. Allowing buses to use a separate link will remove them from general traffic meaning less delays.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from residents, transport companies and users.</p>

Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The new link will reduce the amount of permeable area which is being mitigated by an agreed drainage plan to avoid any issues.
How are you going to measure/check the impact of your proposal?	Feedback from residents and specialists.

Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Protected open spaces are being preserved where possible. Any trees being removed will be replaced by at least double the amount removed. Shrubs being planted will allow for more species to make homes in the area. Greening strategy to be agreed with Parks & Open spaces team.
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How are you going to measure/check the impact of your proposal?	Feedback from residents and specialists.
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Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>Improving the cycling routes in the north of the city centre will hopefully encourage people to cycle.</p> <p>Improving bus journey times will hopefully encourage people to use buses more and therefore there would be less cars on the roads.</p> <p>Allowing buses to use a separate link will remove them from general traffic meaning less delays.</p>
How are you going to measure/check the impact of your proposal?	Feedback from residents, cyclists and bus companies.

Transport - will it make transport more sustainable and safer for the whole community?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Improved cycle connectivity ensures they have safe ways to get to where they are going. The tiger crossing on Unicorn Road will give priority to cyclists and pedestrians from the changes to the highway code.
How are you going to measure/check the impact of your proposal?	Feedback from residents, cyclists and cycle forum.

Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The design has been created to be as far as possible from St Agatha's a grade II listed building. Also the space between the new link and St Agatha's means the tree protection can be retained, allowing for a quieter and more screened building.
How are you going to measure/check the impact of your proposal?	Feedback from residents, planners and specialists.

Employment and opportunities - will it promote the development of a skilled workforce?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	South East Hampshire Rapid Transit aims to transform the way people travel between Portsmouth and surrounding towns. By enhancing existing public transport services through new and improved bus priority routes, South East Hampshire Rapid Transit will make travelling by bus a more attractive option. We are developing a network of rapid transit routes to help get people to where they want to be (Employment and education centres) by reliable and regular bus journeys which will connect with rail and ferry services – creating an integrated transport system.
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How are you going to measure/check the impact of your proposal?	N/A
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<ul style="list-style-type: none"> • Better connect our communities and travel to work areas. • Drive up productivity and support economic growth by improving access to employment and training
How are you going to measure/check the impact of your proposal?	Feedback from residents, transport companies and users.

Social value

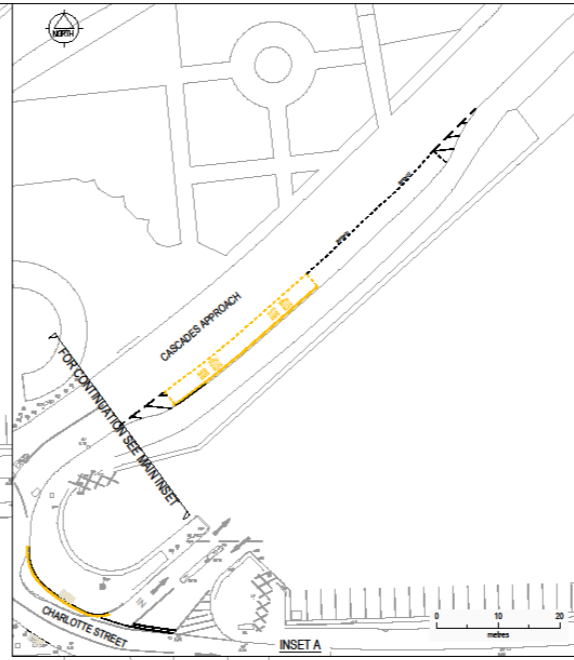
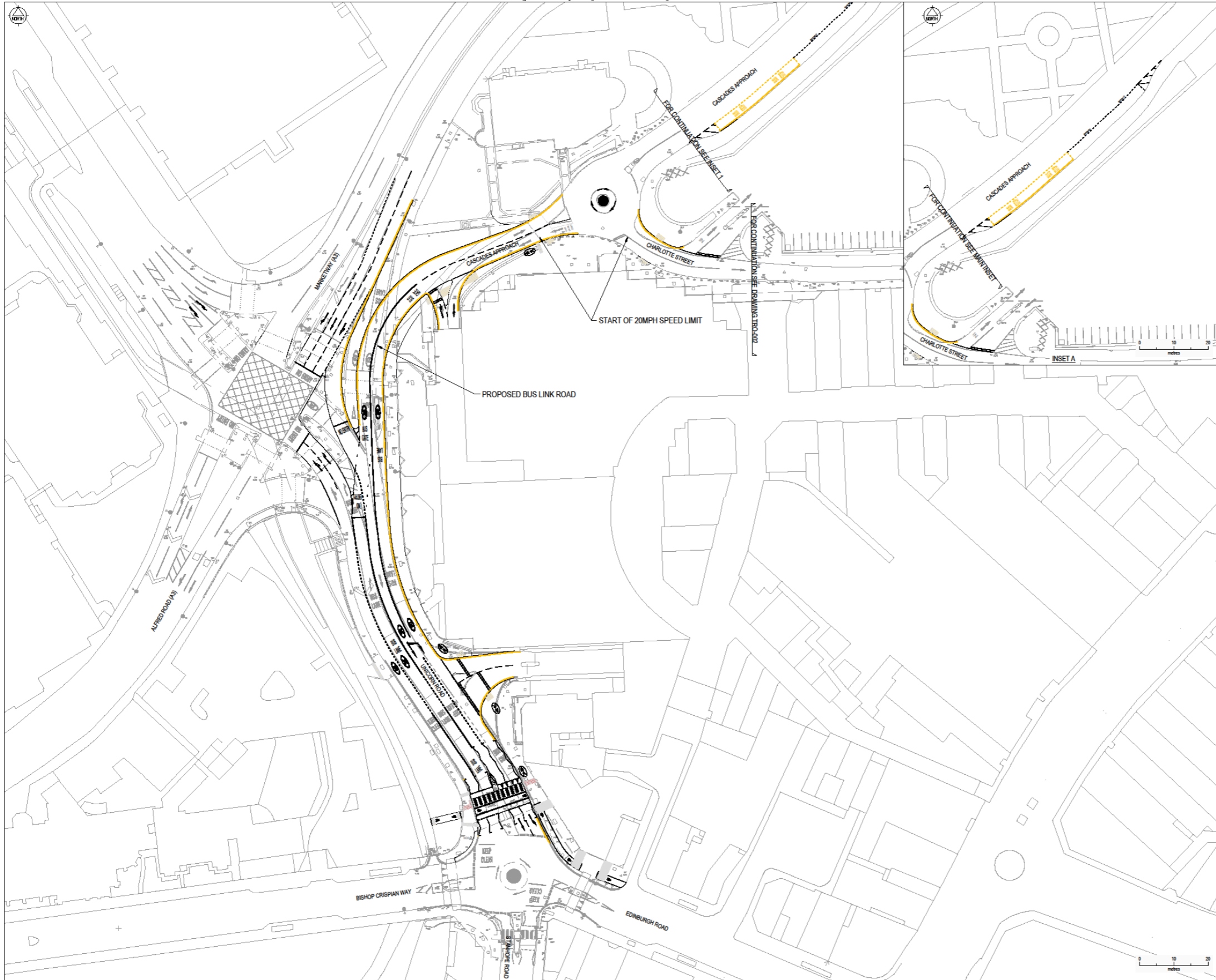
This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Involvement

Who was involved in the Integrated impact assessment?	PM/APM
Name of the person completing this form	Ahmad Hanoun
Date of completion	2023-06-02

Appendix E: Proposals Drawings

This is a C.A.D. drawing and may only be modified by hand in accordance with QA Procedure



KEY:
 IN GREY - EXISTING FEATURES
 IN BLACK/COLOUR - PROPOSED FEATURES

FOR INFORMATION

B	03/07/2023	ISSUE TO SUPPORT TRO DECISION REPORT	AS	BT
A	13/01/2023	FIRST ISSUE TO SUPPORT TRO APPLICATION	AS	SA
Rev	Date	Revision Details	Drawn	Approved

Project: **SEHRT CITY CENTRE NORTH**

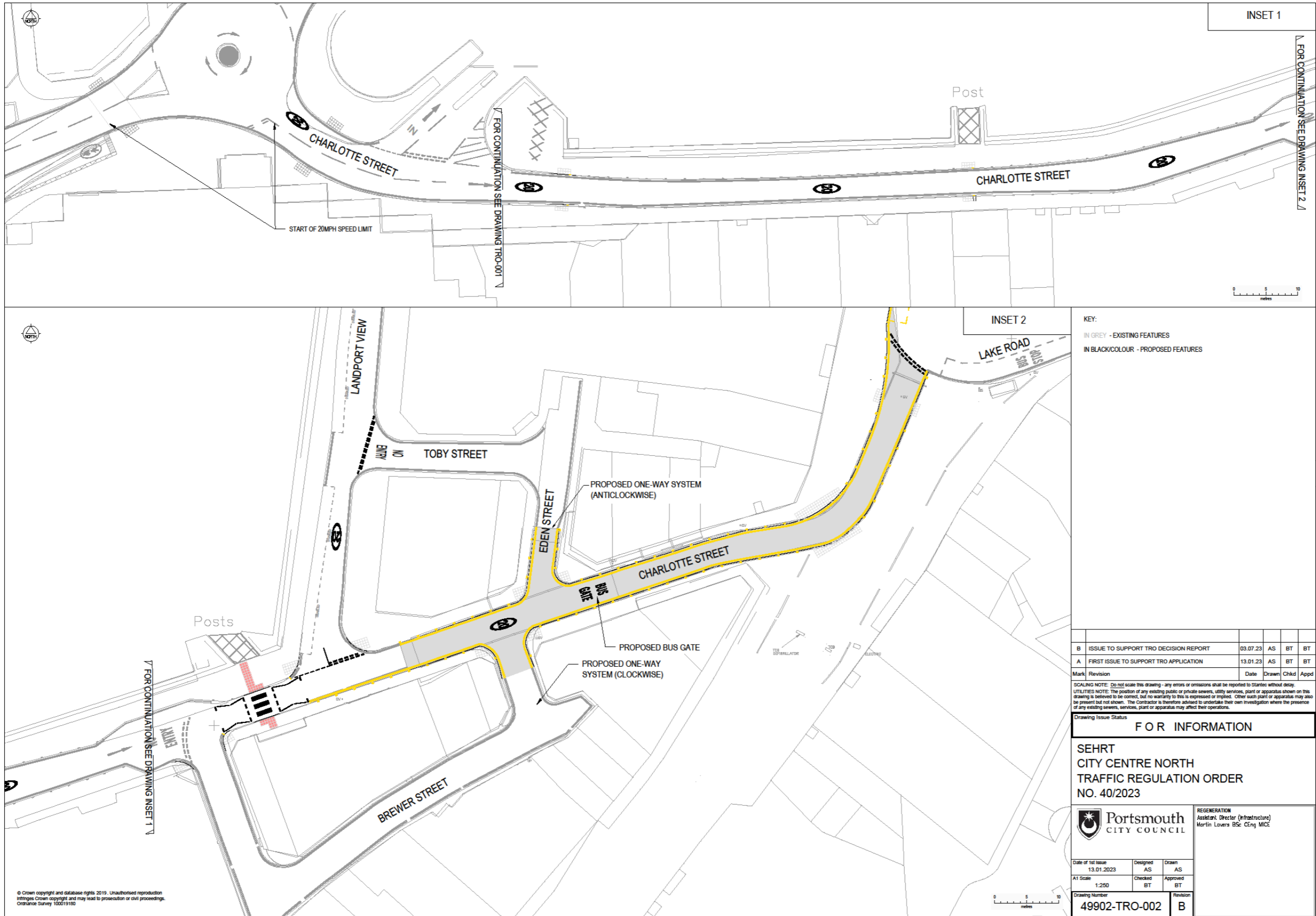
Drawing Title: **UNICORN ROAD MARKETWAY JUNCTION TRAFFIC REGULATION ORDER NO. 40/2023**



REGENERATION
 Assistant Director (Infrastructure)
 Martin Lavers BSc CEng MICE
 Date: 03/07/2023 Scale: 1:500
 Design/Drawn by: AMS Drawn by: AMS Checked by: BT

Drawing No: **49902-TRO-001** Revision No: **B**

FEASIBILITY	DRAFT	CONSTRUCTION
INFORMATION	TENDER	AS BUILT



(End of report)