



SUPPLEMENTARY AGENDA

CABINET MEMBER FOR TRANSPORT

FRIDAY, 18 AUGUST 2023 AT 10.00 AM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014
Email: Allison.Harper@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 39/2023: Lake Road (Waiting Restrictions and Bus Lane) - postponed from 10 August Decision Meeting (Pages 3 - 84)**

Report now attached.

- 4 Council Responses to South Western Railway Ticket Office Proposals & Southern Railway Timetable Consultation (Pages 85 - 94)**

Report now attached.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 18 August 2023

Subject: TRO 39/2023: Lake Road (Waiting Restrictions and Bus Lane)

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 Waiting Restrictions and Bus Lane on Lake Road, Portsmouth.
- 1.2. In this report, TRO means Traffic Regulation Order.

2. Recommendations

- 1.3. **It is recommended that the Cabinet Member for Transport:**
- 1.4. **Approves the Lake Road scheme and the implementation of the TRO 39/2023 for the introduction of Waiting Restrictions and Bus Lane on Lake Road, Portsmouth as advertised, following the formal consultation.**

2. Background

- 2.1. The Council has several obligations to improve the city's public transport provision and active travel network. These obligations are set out in various strategies, plans



and initiatives such as the Portsmouth Transport Strategy¹, (Local Transport Plan 4), Local Cycling and Walking Infrastructure Plan (LCWIP)² and Clean Air Zones (CAZ)³.

- 2.2. In September 2020, £55 million from the 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.
- 2.3. The TCF is funding the South East Hampshire Rapid Transport (SEHRT) scheme, which seeks to improve public transport provision and journey times across the Solent region. SEHRT focusses on 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.
- 2.4. Lake Road, one of the nine SEHRT schemes in Portsmouth, is a crucial east-west route connecting the City Centre to residential areas such as Landport and Fratton. This corridor bears significant importance as it serves as the principal thoroughfare for an extensive network of buses travelling in and out of the city, while also forming an integral route for people cycling.
- 2.5. Drivers along Lake Road frequently face congestion during peak hours, notably in the morning, engendering consequential delays for buses and impeding the seamless flow of traffic. Moreover, the Lake Road roundabout junction has emerged as an area of concern due to its notable propensity for cycling casualties (Figure 1). Between July 2020 and June 2023, a total of eleven accidents causing slight injuries were

¹ [Portsmouth Transport Strategy 2021-2038](#)

² [74.463 LCWIP Plan Accessible.pdf \(portsmouth.gov.uk\)](#)

³ [Home - Cleaner Air Portsmouth](#)

recorded between Cornmill roundabout and the A2030 Holbrook Road roundabout. Of these incidents, seven involved cyclists, and two involved motorcyclists.



Figure 1 - Accident data between 01.07.2020 and 30.06.2023

2.6. Addressing the challenges of poor provision of pedestrian and cycle crossings on Lake Road has led to the development of a proposal that enhances traffic management, prioritises cyclist and pedestrian safety, reduces bus journey times and alleviates congestion during peak hours along this vital corridor. The proposal for this area extends between Cornmill Street and Lake Road Roundabout, along Lake Road west (240m in length) and Lake Road / Holbrook Road roundabout. Improvements include:

- Creating a new westbound bus lane for buses, taxis, and cyclists along the length of Lake Road west to avoid buses getting caught in traffic and adding to congestion in the city centre.
- Improvements to the existing Lake Road / Holbrook Road roundabout to create safer and more direct crossing facilities for people walking and cycling. This will involve installing two “Tiger” crossings (a zebra crossing with parallel cycle crossing, which allows people on foot and on bicycles to cross safely at the same time) and two “Sparrow” crossings (a traffic-light controlled pedestrian crossing with a parallel cycle crossing).
- Addition of dedicated cycle paths along Lake Road with partial cycle segregation (using bollards) west of the roundabout.
- Improvements to the landscaping and footpaths in the area to make it greener and more pleasant.



- 2.7. The TRO proposals are shown on a plan in Appendix E of this report. While Appendices H and I provide further detail of the full proposals.
- 2.8. This proposal, along with other proposed improvements around Unicorn Road, Charlotte Street and Station Square junction (called City Centre schemes) will deliver a corridor of improvements resulting in potential bus journey savings of 3 minutes, along with an increase in the number of buses operating in the network.

4. Consultation and notification

- 2.9. A statutory 21-day consultation and notification under TRO 39/2023 (Appendix A) took place between 12 June 2023 and 3 July 2023.
- 2.10. 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 8.5 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.
- 2.11. The minimum legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The council also took the following steps to draw the proposal to those who may be affected. The proposal notice was also published on the Council's website and posted on street furniture in the vicinity of the proposed restrictions. Letters were sent to properties and stakeholders in the vicinity of the scheme highlighting the proposal. In person consultation was carried out by the Project Manager and communications team representative on 24th May to engage with the local stakeholders and share details about the proposal and approaching TRO consultation.
- 2.12. Appendix C outlines the communication and consultation undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

- 4.1 Twenty-eight representations were received, and can be found (personal details redacted) in Appendix B.
- 4.2 Twenty five objections, two requests and one letter of support were received in relation to the TRO number 39/2023 proposals, and these are summarised in Appendix B.
- 4.3 All of the objections were from people that attended or ran activities at the Salvation Army. Many of which were in relation to the proposal to remove 10 metres of on carriageway parking (in place of Pay & Display Parking spaces for approximately 2 vehicles) within the Cornmill roundabout, opposite to the Portsmouth Citadel Salvation Army (shown in Figure 2 below). These objections highlight that senior citizens and people with mobility problems who are unable to walk longer distances will have less parking provisions in the vicinity of the place of worship. The project team has addressed this issue in Appendix B (see point 1).
- 4.4 In response to these objections, the project team met with the Salvation Army representatives and Haven nursery management on 20th July 2023 to provide more information on the proposals and to discuss mitigation measures on the proposed parking removal. This has led to a new TRO request being submitted to convert some of the remaining parking on Lake Road (2 bays) into a blue badge holders parking. Further, the nursery management will inform parents can use the double yellow lines adjacent to the building solely for the use of dropping off and picking up of children. These actions would address the objections raised as part of the TRO process.



Figure 2 - Location of proposed parking removal outside of The Salvation Army premises

4.5 In terms of the objections 16 of them were against the parking removal (as shown in Figure 3) where there will be 118 metres of "no waiting at any time" (double yellow line restrictions) along Lake Road east of its junction with Spicer Street (in place of Pay & Display Parking spaces for approximately 16 vehicles). Some people attending activities at the Salvation Army building use this parking and are concerned that there are limited parking opportunities in the area and removing parking will make it more difficult to attend these activities. Further to this, a couple of people raised concerns that the local car parks are poorly lit and there are no formal pedestrian crossings. The proposals will address the lack of crossing locations, and improvements are planned for street lighting. Therefore, all of these objections are addressed by the proposed improvements, which would be progressed as a separate scheme (more detail is available in the Appendix B).

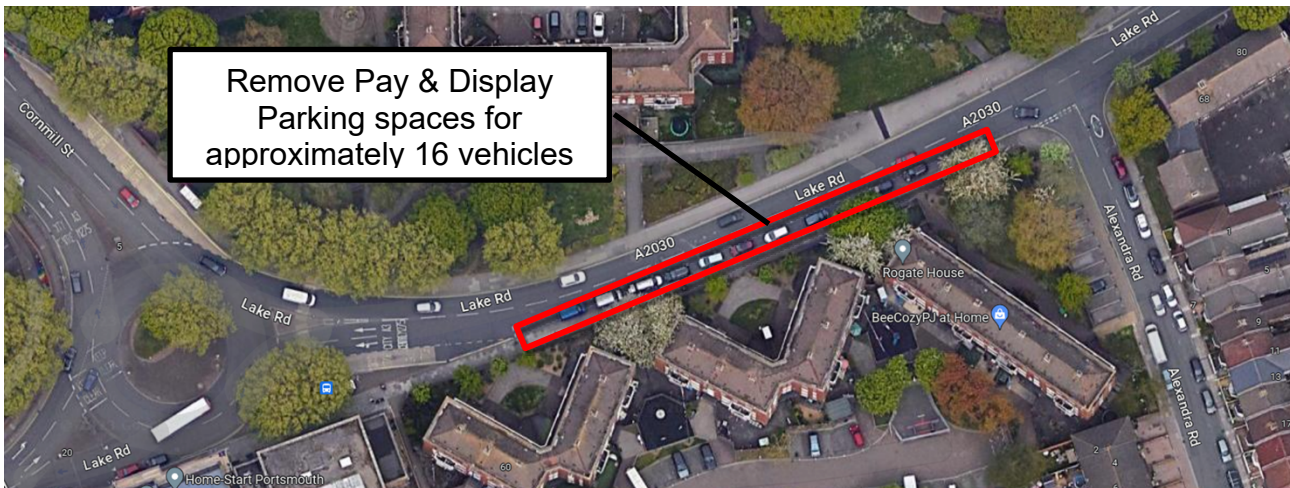


Figure 3 - Location of proposed parking removal along Lake Road

6. Reasons for recommendations

4.6 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 "Lake Road" scheme, which includes a new bus lane between Lake Road and Cornmill roundabouts. The intention being that bus services (First services 3 and 7 and Stagecoach service no. 23) travelling inbound to the City Centre North could utilise the designated bus lane making it easier for people to travel swiftly into the city centre allowing for, on average, 3 minutes faster bus journeys especially during afternoon peak.



- 4.7 Through the scheme's development and following the traffic modelling exercise it is imperative that the on carriageway (118 metres of Pay & Display) parking along Lake Road is removed to allow the installation of the proposed bus lane and cycle related improvements to balance general traffic and public transport needs, but also to achieve the TCF funding objectives. These works will require that the existing carriageway is widened by 2 metres northwards into the existing green space, transferring the land from the community gardens of Northesk and Cornwallis House. There are no further opportunities to widen the carriageway and to avoid removal of the parking due to limited space and proximity of the eastern corner of Northesk House.
- 4.8 A summary table in Appendix B was prepared to provide detailed responses to the representations made on this proposal.
- 4.9 Various studies and a parking survey were undertaken to understand demand for the existing parking bays along Lake Road and to identify alternative parking facilities for both residents, visitors, and shoppers alike in the area.
- 4.10 A general study was undertaken in Charles Dickens ward which Lake Road proposal is located. A significant number of households are reliant on alternative modes of transport to cars and vans. The Lake Road scheme aims to improve this and allow households to have greater opportunities to travel (see Appendix F for more details).
- 4.11 A parking survey was undertaken in September 2021 on Lake Road and surrounding areas. This demonstrated that Lake Road was used for a variety of purposes, including all day parking (e.g., for workers), short term parking (e.g., shoppers) and a few residents. Further details of this survey is included in Appendix G.
- 4.12 There are no disabled spaces specifically allocated to the proposed parking being removed on Lake Road. However, the blue badge holders may park free of charge for an unlimited time in all on-street pay and display areas. Blue badge holders can also park within resident parking schemes in the city exempt of any limited wait restrictions or where the parking bays are signed "Permit Holders only".
- 4.13 Within the local vicinity, two disabled bays are in Commercial Place (Spicer Street) and the three sections of bays in Crasswell Street which could provide parking for three or four cars. All Council operated car parks and pay and display meters will have signs advising if parking is free for badge holders. The retained 8 pay and display parking spaces along Lake Road next to the Salvation Army building can be used by the blue

badge holders (east of the junction with Spicer Street). Blue Badge holders⁴ may park on single or double yellow lines for up to 3 hours provided they don't cause obstruction, but not where there are restrictions on loading or unloading – indicated by yellow kerb dashes and signs on plates.

4.14 Some roads near the City Centre offer free parking for a short duration. Moreover, there are also other on street parking spaces in the proximity to Lake Road where Council parking charges⁵ apply. These parking spaces are indicated in Figure 4.

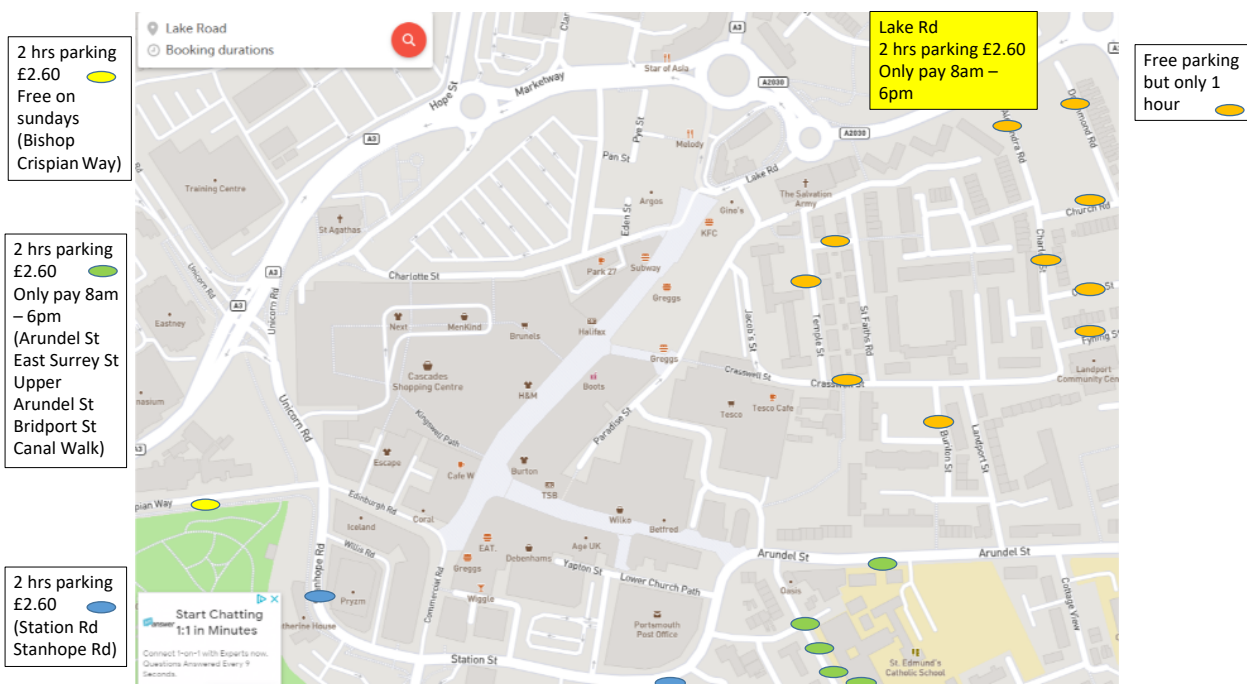


Figure 4 - On Street parking in proximity to Lake Road (the cost of 2hrs parking is now £2.90)

4.15 Alternative parking locations were identified in the area which are in proximity to Lake Road and the City Centre. These car parks can be used for shoppers visiting the city centre, including NCP car parks on Marketway, Crasswell Street and Cascades, and one on Clarence Street. Over 2,000 parking spaces within a 500m radius of Lake Road and City Centre are available to use.

4.16 There are no loading facilities allocated to the proposed parking being removed on Lake Road. Loading activities will still be permitted on the double yellow lines around

⁴ [The Blue Badge scheme: rights and responsibilities in England - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

⁵ [Street parking charges for cars and coaches - Portsmouth City Council](http://www.portsmouth.gov.uk)

Lake Road or Commercial Place (where the majority of rear accesses to the businesses at Lake Road are currently positioned). Furthermore, the existing loading bays near Commercial Place and Spicer Street junctions are not affected by the proposal.

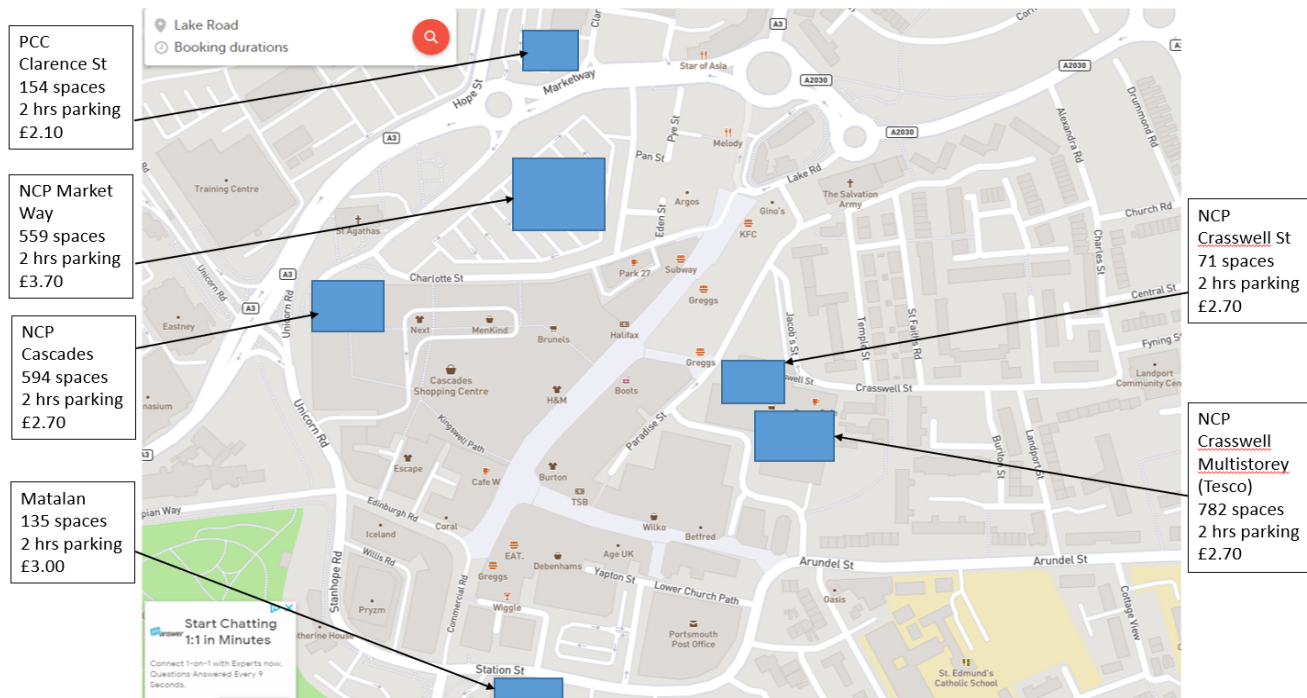


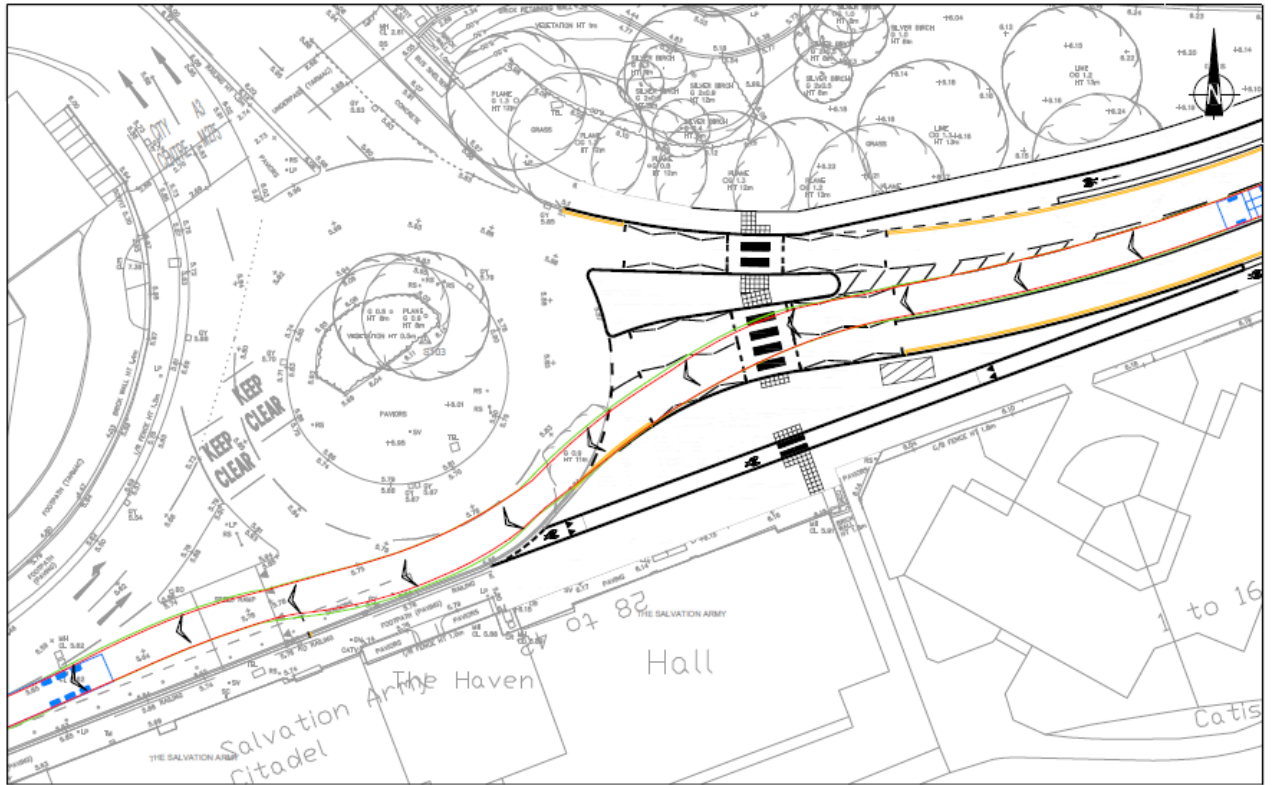
Figure 5 - Off street car parks (data from March 2022)

- 4.17 Longer term, the Council 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 the area at the western end of Lake Road and Cornmill Roundabout with a fantastic opportunity to transform the city and deliver a thriving new place that will attract a wide range of people back into the centre to live and work and will act as a key catalyst for the wider regeneration of the City Centre. The currently live planning application number 22/01243/CS3 for the development includes plans of what the future road system is expected to look like and is available to view on the Council website.
- 4.18 The Lake Road proposal supports the development of safer walking and cycling, in addition to regeneration and improvements to air quality in the area in line with the CAZ, LCWIP and LTP4 objectives. Furthermore, this scheme will make it easier for people to travel more safely and swiftly into the city centre, whether travelling by bus,

on foot or by bicycle. There are also plans in place to make the area greener and more pleasant for everyone. This will help to deliver the council's vision for a cleaner, greener, and better-connected city.

- 4.19 The proposed segregated (by bolted on 1m long separators including a bollard) cycle tracks along Lake Road were designed in accordance with the guidance contained in the Local Transport Note 1/20⁶. This requirement was also made in the Stage 1 Road Safety Audit undertaken in June 2021 as it was noted from the site visit that there were a number of vehicles parked on Lake Road, mostly in the designated bays. However, motorists might continue to park over the cycle lanes and block them. Cyclists would then be pushed out into the carriageway where there could be the increased risk of collisions with oncoming vehicles.
- 4.20 During the design process vehicle swept path analysis showed that the 10m of on carriageway parking within Cornmill Roundabout needs to be removed as its positioned within the circulatory carriageway blocking a traffic lane which leads towards the City Centre North bus stops.

⁶ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-1-20)



ARTICULATED VEHICLE STRAIGHT ON FROM LAKE ROAD

CORNMILL ROAD / LAKE ROAD ROUNDABOUT

1:500

Figure 6 - Lake Road vehicle swept path analysis and impact on the parking

4.21 The Council 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 army only report was presented to the then cabinet member for Transport in March this year. This report provided an update on the status of the trial, and the data collected to date. Further details can be found within this report⁷. 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.

⁷ [Private hire vehicles in bus lanes trial update - March 2023](#)

Landscaping

- 4.22 The scheme will incorporate significant landscaping improvements along the length of Lake Road and on the existing green spaces that are adjacent to three of the limbs of the Lake Road / Holbrook Road roundabout. The landscaping includes the planting of 56 trees along with shrubs, hedgerows and bulbs. Details of the planting proposals is included in Appendices J to O.
- 4.23 Implementation of the scheme will involve the removal of up to six mature trees (refer to the site clearance drawings in Appendices P and Q). Following a site visit with Portsmouth and Southsea Tree Wardens, the Council's Arboricultural Officer and Landscape Architect Team Lead on 10 August, it was accepted that two of the trees are of limited value (the two easternmost trees that are on the Lake Road / Holbrook Road roundabout).
- 4.24 Changes in the proposed design were considered to see if the removal of the other four trees could be avoided. This included diverting either or both the cycle path and footway to the north of a particular tree. Whilst it is possible that this could take place, the tree roots are likely to be damaged by widening of the carriageway to accommodate the bus lane and two more lanes. The extent of the widening will mean that full carriageway reconstruction is required to a depth of 560mm. If the trees remain in place, the excavation is likely to damage their roots to the detriment of the health of the tree.
- 4.25 These four remaining trees can be split into two groups of two trees each. The first set of two trees comprise those that are directly impacted by the carriageway widening and will be removed. The other two trees are set back from the carriageway, and it is possible that they could be unaffected by the works (see table 1, below, for a summary of tree status).

Table 1: Proposals for trees (number system is from west to east - please refer to Appendices P and Q for exact locations)

Ref	Location	Proposal
1	Outside Cornwallis House	Trial pitting. If roots will be compromised, tree to be removed. If not, alternative design to be considered.
2	Outside Cornwallis House	Tree to be removed, directly adjacent to proposed carriageway.
3	Outside Northesk House	Trial pitting. If roots will be compromised, tree to be removed. If not, alternative design to be considered.
4	Opposite Alexandra Road	Tree to be removed, directly adjacent to proposed carriageway.
5	Next to Church St roundabout	Tree to be removed.
6	Next to Church St roundabout	Tree to be removed.

- 4.26 To determine whether the two trees are at risk of significant root damage because of the proposed works, trial pitting will take place early in the works. In cases where it can be demonstrated that the works will have limited impact on the health of the tree, alternative design solutions will be considered. This could include diverting the footway and / or cycle path to the north of the tree. In this scenario, either or both trees can remain. If the tree root system is configured in a way that excavation will put the tree's health at detriment, then the tree will need to be removed.
- 4.27 Removal of any trees will be in accordance with the Council's Greening Strategy. Part of the strategy's requirements is to provide information to stakeholders. Upon approval of this scheme, information will be given to the ward councillors and tree wardens setting out why the trees are to be removed and plans for replacement. A notice will be attached to the tree and information will be placed on the Council website.
- 4.28 Whilst the removal of up to six trees is unfortunate, it is however necessary, as without the removal the scheme cannot progress. In mitigation for the tree removal the scheme includes significant landscaping improvements in the immediate area, including the significant net gain of an additional 56 trees. These trees are a mix of native species and have girths ranging from 8cm to 18cm. Further mitigation for the tree loss is the nature of the infrastructure that is being proposed. The outcome from this scheme will be a reduction in reliance on cars and promoting the use of buses, cycling and walking, leading to improved air quality and reduction in carbon emissions.



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

- 4.29 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 and the provision of suitable and adequate parking facilities 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.
- 4.30 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.
- 4.31 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.
- 4.32 A local authority may by order designate parking places on any highway in their area for all vehicles or vehicles of any class specified in the order. The authority may subsequently vary or revoke any such provisions."
- 4.33 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 39/2023 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 39/2023
- Appendix B: Public views submitted
- Appendix C: Confirmation of communications (statutory and non-statutory)
- Appendix D: Integrated Impact Assessment
- Appendix E: TRO Plan
- Appendix F: Census 2021 Charles Dickens Ward Characteristics
- Appendix G: The summary of the parking surveys
- Appendix H: General arrangement drawing 1 of 2 (49903_2005_0100)
- Appendix I: General arrangement drawing 2 of 2 (49903_2005_0101)
- Appendix J: Landscaping drawing 1 of 6 (49903_3000_01)
- Appendix K: Landscaping drawing 2 of 6 (49903_3000_01)
- Appendix L: Landscaping drawing 3 of 6 (49903_3000_01)
- Appendix M: Landscaping drawing 4 of 6 (49903_3000_01)
- Appendix N: Landscaping drawing 5 of 6 (49903_3000_01)
- Appendix O: Landscaping drawing 6 of 6 (49903_3000_01)
- Appendix P: Site clearance drawing 1 of 2 (49903_2005_0200)
- Appendix Q: Site clearance drawing 2 of 2 (49903_2005_0201)

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 Portsmouth Transport Strategy 2021 - 2038	Portsmouth Transport Strategy 2021-2038
Local Cycling and Walking Infrastructure Plan 2020-2023	74.463_LCWIP_Plan_Accessible.pdf (portsmouth.gov.uk)
Cycle infrastructure design (LTN 1/20)	Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)
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 39/2023

**THE PORTSMOUTH CITY COUNCIL (LAKE ROAD) (WAITING RESTRICTIONS AND BUS
LANE) (NO. 39) ORDER 2023**

1. Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be to:
 - a. Introduce "No waiting at any time" restrictions **Lake Road south side** between a point 9 metres west of its junction with Alexandra Road to a point 118 metres east of its junction with Spicer Street (in place of Pay & Display Parking spaces for approximately 16 vehicles) and between a point 45 metres east of Spicer Street eastwards for 10 metres (in place of Pay & Display Parking spaces for approximately 2 vehicles);
 - b. Introduce a Bus Lane (buses, taxis and cycles only) on **Lake Road westbound** from Holbrook Street roundabout to Cornmill Street roundabout
2. Copies of the draft Order, Statement of Reasons and maps showing the proposed restrictions are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" at www.portsmouth.gov.uk. 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.
3. Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to the TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 39/2023 within 21 days of the date of this Notice (i.e. by 3 July 2023) stating the grounds for the objection.

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: 12 June 2023
Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B: Public Views

The table below summarises the objections that were received along with the responses from the Project Team. This is followed by a table detailing all the responses that were received in full as part of the consultation.

Ref	Representations received on the TRO 39/2023 proposal	Project Team Response
1.	Correspondent is now physically handicapped to a degree and uses the nearby available parking and especially the disabled parking, which has been available directly outside The Salvation Army premises. These objections highlight that senior citizens and people with mobility problems who are unable to walk longer distances will have less parking provisions in the proximity to the place of worship.	The blue badge holders may park free of charge for an unlimited time in all on-street pay and display areas (including the remaining 8 spaces along Lake Road prior to Spicer Street junction). Blue badge holders can also park within resident parking schemes in the city exempt of any limited wait restrictions or where the parking bays are signed “Permit Holders only”. Suggested mitigation measure (subject to a new TRO and consultation) could include implementation of few disabled bays (two bays) within the remaining parking spaces on Lake Road (40m of pay and display on carriageway parking prior to Spicer Street junction).
2.	This parking is used by people attending Haven for children's activities and groups for elderly. They are concerned that there are limited parking opportunities in the area and proposal to remove parking on Lake Road will make it more difficult to attend these services.	Various car parks can be used for shoppers and visitors within the city centre, including NCP car park on Marketway (5 minute walk), Crasswell Street surface car park (2 minute walk) and Cascades (6 minute walk). Over 2,000 parking spaces within a 500m radius of Lake Road and City Centre are available to use. Other parking

		provisions in the area includes 1 hour free parking on Temple Street, Crasswell Street, Alexandra Road, and many other residential roads in proximity to Lake Road. Moreover, parents can pick up and drop off children by stopping on double yellow lines in front of the nursery building.
3.	Car parks in the area are poorly lit and there are no formal pedestrian crossings making it difficult to cross the main road.	The proposed improvements will help to create safer and more direct crossing facilities for people walking and cycling (new Zebra, Tiger, and Sparrow crossing points). New street lighting, improved landscaping and footpaths in the area will make Lake Road greener and more pleasant.
	Extra cost of car park will limit options for people with low income	The proposed parking to be removed is currently subject to PCC charges (new tariff from 5 April 2023) of £1.80 up to 1 hours with over 5 hours parking costing £13.00. The area has variety of different parking provisions at similar cost to the proposed parking for removal and there are free parking spaces available for 1 hour in proximity to Lake Road.
4.	It is not safe to wait for a bus after 10pm.	The proposed changes along Lake Road will make the area safer for people to walk and cycle. The existing bus stop on Lake Road (at eastern approach to Cornmill roundabout) will be retained in place.
5.	The parking removal would prohibit people working at the Salvation Army to access the church and the place of work as there is a need to park outside to transport heavy materials and meet programme participants.	The double yellow line replacing the parking will allow loading and unloading and will make it easier to access the building for these activities.
6.	Residents feel that bus services are travelling freely through the area and that there are no congestion issues to address.	The existing carriageway width is restricted by parking with only approx. 5.5 meters available for two-way traffic including buses. The limited carriageway space is contributing to queuing, especially when cyclists are present and cannot be overtaken and when the traffic is queuing at Cornmil roundabout approach. Addition of a designated westbound bus lane is making it easier for people to travel swiftly into the city

		centre allowing for on average 3 minutes faster bus journeys especially during afternoon peak.
7.	There are many people who use these bays, both during the day, the evening and at weekends, and if removed, would cause significant issues – for example the Sunday morning congregation; Nursery parents; staff, volunteers, and visitors to the centre; contractors; service providers; service users; those attending courses here; those accessing groups and activities here; those attending funerals and weddings, and so the list goes on.	Eight existing pay and display parking spaces are retained on western end of Lake Road with this proposal in proximity to the nursery. Moreover, there are various parking spaces available within a short distance from Lake Road and City Centre area. Other parking provisions in the area includes 1 hour free parking on Temple Street, Crasswell Street, Alexandra Road, and many other residential roads in proximity to Lake Road which could be used by parent dropping off and picking up children and people attending services at the Salvation Army.
8.	At the moment the design still looks like it's main aim is to prioritize comfort and swift movement for drivers not cyclists.	There are currently no facilities for cycles, and those using the road westbound at present have to pass parked vehicles risking "dooring" or being close-passed and squeezed. There are no additional vehicle lanes, and new controlled crossings have been introduced including at the Lake Road and Cornmill roundabout. The proposed improvement address these issues improvements to the existing Lake Road/Holbrook Road roundabout to create safer and more direct crossing facilities for people walking and cycling. This will involve installing two "Tiger" crossings and two "Sparrow" crossings. Moreover, dedicated cycle paths along Lake Road with partial cycle segregation (using bollards) west of the roundabout will provide safe cycling facilities.
9.	One representation is objecting to the exclusion of Private Hire Vehicles (PHV) from the proposed bus lane on Lake Road.	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 then cabinet member for Transport in March this year. This report provided an update on status of the trial, and the data collected to date. This trial will continue until enough data has been collected against which its impacts can be measured.

10.	One representation was received supporting the TRO 39/2023 proposals	Portsmouth Cycle Forum support the measures as outlined in this Traffic Regulation Order which will allow the creation of separate cycle and bus lanes along the southern side of Lake Road between Holbrook Road and Cornmill roundabouts. Given that the under-utilised Paradise Street car is only 150 metres away, we would have preferred to see the removal of metered parking along the full the extent of Lake Road between Alexandra Road and Spicer Street in order to create a more continuous and segregated cycle lane into the city centre rather than dumping people who cycle into the circulatory path of the Cornmill roundabout.
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Table providing detailed responses following consultation.

1.	<p>Objection to parking removal outside The Salvation Army premises</p> <p>Representation</p> <p>I understand that the above proposal intends to discontinue car parking along certain areas of Lake for use as a bus lane and I wish to make a formal objection to this proposal.</p> <p>My wife and I, both now physically handicapped to a degree, have been worshipping at The Salvation Army premises on Lake Road for 25 or more years. In later years because of a deteriorating health situation, our worship here has only proved possible because of the nearby available parking and especially the disabled parking, which has been available directly outside The Salvation Army premises.</p> <p>My wife is able to walk only short distances with the aid of two sticks, I myself can only walk short distances due to peripheral neuropathy resulting from diabetes.</p> <p>To action this proposal would preclude us from attending our long established place of worship which I believe would be an infringement of our freedom or right to worship.</p>
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	Kindly ensure that this objection is given due consideration at the appropriate time and place.
2.	Objection to parking removal along Lake Road
	<p>Representation</p> <p>I am writing to you to appeal to your sensible natures and common sense skills in the decision to remove the parking bays from lake road Portsmouth and turn it into a bus lane. Quite frankly with a building that has served this community with love fuelled Christian people for 150 years I find your decision to take the only parking that we have available to be able to serve our community effectively, rather odd and downright rude. On a more personal note, I am a member of the Salvation Army Citadel on lake road, and I have a severely disabled daughter with a drug resistant type of epilepsy. There is always a need to be able to park close to our place of worship in case of emergencies and the need to make haste to the hospital quickly. A Bus Lane would prevent that and thus potentially could cause delays in her care. I am therefore asking Ney begging that you reconsider in this matter and refrain from removing the parking bays from Lake Road.</p> <p>A concerned constituent</p>
3.	Objection to parking removal outside The Salvation Army premises
	<p>Representation</p> <p>I wish to make know my objection to taking away the parking outside The Salvation Army Lake Road Portsmouth.</p> <p>I have a blue badge and cannot walk far. This church is my lifeline and the only social place I use. It helps my mental health and without it I would not have any support.</p> <p>I park there 4-5 times a weeks and rely on this parking.</p> <p>I am also aware that this is the same for many other users of this Church community who like me need this resource.</p> <p>I hope that you will look into this and rethink your plans.</p>
4.	Objection to parking removal along Lake Road
	Representation

	<p>I am a pensioner coming up to 80 years very soon. I suffer with chronic fatigue and fibromyalgia so have to use a walker with a seat. I am so disappointed that once again another hurdle has been placed in front of me to negotiate or finally give in and become homebound. I attend The Salvation Army for worship and concerts and the opportunity to meet with people. I also attend choir practice on Thursday evenings where again the socializing aspect is important to me. These are the only times I meet with people. I know there are two others in the choir suffering with the same conditions. Others using the Haven for children activities and groups for the elderly will be forced to use the side streets so further limiting finding parking spaces, even with a permit books. Car parks are too dark and far away at night plus crossing main roads where 90% of the cyclists delivery food wear dark clothing and have no lights. The extra cost of car parks on people like myself on a limited income would also not be helpful. I am unable to access a bus with my condition plus I would not feel safe waiting for a bus 10.00 pm and then walking from the bus stop to my home at the other end. I would not have the energy either, with my condition. I am so depressed at the thought of what this change will bring about for me and others like me.</p> <p>I hope that my communication highlights the plight of many people whose lives will be negatively impacted if they are unable to attend the various activities that are so important to the wellbeing.</p>
5.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I wish to make an objection to the proposed changes to parking in Lake Road. As a user and employee of the Salvation Army, this would prohibit my access to our church and my place of work as I often need to park outside to transport heavy materials and meet programme participants. I do not feel safe using parking areas further from the site as this create additional risk as a lone female.</p> <p>Removing this option would significantly reduce my ability to work face to face with Portsmouth residents, especially in the winter months and create additional access barriers for people travelling by car to use our services/attend church services.</p>
6.	<p>Objection to parking removal along Lake Road and introduction of a bus lane</p>

	<p>Representation</p> <p>Please record my objection to the proposed changes to Lake Road which includes a bus lane taking the place of local parking.</p> <p>As a Blue Badge holder with limited mobility, I rely on parking directly outside my place of work (Home-Start in the Salvation Army building). Limited mobility means that with the proposed changes I will be unable to make use of the other local parking that you mention. This also means I will no longer be able to access my place of employment and will possibly lose my job should the changes go ahead in their current form.</p> <p>I urge you to reconsider, taking into account the high needs of disabled people, the elderly who also access this building regularly and families with young children who come here for a variety of uses. For these people alternative parking and public transport are just not a viable option.</p> <p>Perhaps you could include an area of parking designed to take the needs of the vulnerable people in our society into account so that we can continue to access vital parts of our lives independently?</p> <p>Thank you for your consideration</p>
7.	<p>Objection to the proposal</p>
	<p>Representation</p> <p>With reference to the above proposal. I wish to object strongly to its implementation.</p> <p>I use that stretch of the road up to a dozen times a day at all times and on most days using a car. I work in the city and use this route to access my offices and centre.</p> <p>The proposal has no merit, and I can see no justification for it. Buses flow freely down that stretch even in rush hour. Congestion occurs beyond the bus lane between the Lake Road Roundabout and the commercial Road Roundabout but rarely extends back into Lake Road. Buses are able to freely drive to their designated bus stop or proceed across the roundabout to the commercial Road/McDonalds stops. Rarely have I seen their progress halted for more than a short and very acceptable moment.</p>

	<p>If however cars are restricted to one lane to enter the Lake Road roundabout then inevitably you will be creating a traffic jam (and all its resultant pollution and frustration).</p> <p>In addition to these facts parking is at a premium in the area and your present parking restrictions are already hurting those who want to access the area. This will frustrate and infuriate the public if they lose yet more parking. Especially the less ambulant as this is one of the prime parking areas to be as close to Commercial Road as they can. Residents and their visitors will surely be unhappy too.</p> <p>All this for no gain. there will be no improvement of bus services and only more congestion for other vehicles. There is also a thriving community and church centre adjacent, and they will I am sure be badly affected.</p> <p>Come on PCC you are supposed to be in there battling for the public not hindering and frustrating them. This is a really poor proposal, do not follow it through.</p>
8.	<p>Objection to parking removal along Lake Road and introduction of a bus lane</p>
	<p>Representation</p> <p>To whom it may concern,</p> <p>I am writing to object against the proposed changes to parking in Lake Road Portsmouth. The reference number for this proposal is TRO/39/2023.</p> <p>I work for a local charity based in The Haven at 17 Lake Road. We regularly have volunteers and service users visit us at this address and many of these individuals use the Pay & Display parking on Lake Road. Due to the length of appointments, the limited stay Resident Parking areas in Alexandra Road and Cornwallis Crescent would not be suitable for their needs. Many of our families have young children so walking a longer distance from an unrestricted parking area can be challenging. Some of our volunteers have mobility issues so the same challenges would apply should the Lake Road parking bays be removed.</p> <p>On a more personal level, as a charity we are often attending events and have a large number of resources such as tables, chairs and gazebos that we need to</p>

	bring along with us. Being able to park up outside The Haven when we need to load and unload our vehicles saves a considerable amount of prolonged manual handling tasks. Having to park in one of the Residents zones and carry resources to our cars will increase our risk of a back injury. We also have a member of staff on our team who is registered disabled and relies on the parking bays outside The Haven to be able to undertake her work.
9.	Objection to parking removal along Lake Road
	<p>Representation</p> <p>I would like to propose my objection to the proposals on Lake Road – reference TRO 39/2023.</p> <p>This would have a huge impact on our charity and service users who visit our office.</p> <p>Volunteers, service users, visitors and the staff team would all have a huge impact with the lack of parking.</p> <p>It makes our charity inaccessible to all, which is not a part of our ethos. I appreciate there will be options for public transport but that is not always a viable option when loading/unloading to community events and visitors who rely on parking close to the building.</p> <p>I urge you to reconsider these changes. I appreciate the efforts to increase the efficiency and use of public transport, as existing businesses doing crucial work in the city, it would have too much of a negative impact on our charity.</p>
10.	Objection to parking removal along Lake Road
	<p>Representation</p> <p>I have just been told about the proposed changes to lake road. This will have a drastic impact on parents dropping off/picking up their children from the haven nursery. I will be affected badly as there will be no parking for me.</p>
11.	Objection to parking removal along Lake Road
	Representation

	<p>To whomever it may concern,</p> <p>I am writing to object the proposal to remove all parking bays on Lake Road.</p> <p>As a regular attendee of the Salvation Army in Portsmouth, for worship, music practice and also practical support from the people there, I believe it would be totally detrimental to those who rely on the Salvation Army to remove the bays. Many people rely on the services and the fellowship that the Salvation Army provides. Removal of access to it would be limiting the potential of the help it provides, including food banks and job centres and even a place for the lonely to seek comfort.</p> <p>Thank you for reading and considering my point of view.</p>
12.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I am very sorry to hear that the opportunity to park in Lake Road is possibly being taken away. There are many disabled persons who attend the Salvation Army as a place of worship on a Sunday and during the week for the many activities that take place. Not being able to park in Lake Road near to the Salvation Army Hall will be a great handicap to them and for some will possibly mean they cannot attend at all. I hope this order is something that can be reconsidered on the grounds of the difficulty it will cause to many disable persons.</p>
13.	<p>Objection to parking removal along Lake Road and introduction of a bus/cycle lane</p>
	<p>Representation</p> <p>I am contacting you regarding plans to remove all parking bays in Lake Road and replace with bus/cycle lanes.</p> <p>As frequent user of The Haven there are often people coming and going from the building. This causes a lot of footfall along the pavement and people use the parking bays to attend church, drop their children off to nurse and access essential support. By taking out the parking bays and replacing this space with a bus lane people are going to have to cross the main road to access the building causing potential danger, especially for those parents with small children</p>

	<p>accessing the nurse – they will have to park further away to drop off their children and walk them in.</p> <p>In all the 10 years that I have been working in The Haven there has been no traffic along Lake Road that prevents buses accessing the bus stops in Commercial Road.</p> <p>I therefore oppose the plans to move the parking bays along Lake Road and replace them with a bus lane.</p>
14.	<p>Objection to parking removal along Lake Road and introduction of a bus/cycle lane</p>
	<p>Representation</p> <p>Good morning to whom it may concern</p> <p>I am a staff member at Home-Start Portsmouth. Our building is located in the Salvation Army on 17 Lake road. It has recently come to our attention that there are some planned changes to be made to Lake Road, including removing all parking bays and replacing them with cycle/ bus lanes. I would like to raise the concern that this change would mean that my colleagues and I would no longer be able to efficiently access the building. Some of my colleagues have medical conditions that do not allow for them to walk properly, so they must park in front of the building using their blue badge. Taking away all the parking in Lake Road would mean that these colleagues would be unable to access the building, because the distance between where they park and where they work is too far. As our job in social care is very face paced, it is not practical for us to be parking farther away from the building and walking down, as the time it takes for us to do this would steal away valuable transition time between each family we support. Please also consider that the Salvation Army building must also be accessible to people attending Sunday Mass, Volunteers recruited for Home-Start Portsmouth, Colleagues working in the Café and other sectors within the building, parents and children attending nursery and the general public who may seek support from our building. Please consider that of all these people, there are many who will not be able to access the building without parking bays.</p> <p>Please do not hesitate to contact me if you have any questions.</p>

15.	Objection to parking removal along Lake Road and introduction of a bus/cycle lane
	<p>Representation</p> <p>To whom it may concern</p> <p>I have been informed by leadership team at The Salvation Army, Lake Road, of the council's proposals to remove all parking bays in Lake Road to install a bus/cycle lane.</p> <p>I currently attend The Salvation Army several times a week and I park in these spaces, especially when I am carrying equipment for the Toddler/Boogie tots session we run on a Wednesday morning, to not have these spaces will be a great inconvenience. I am aware that you are able to purchase a booklet of parking permits to allow parking in the area behind the Salvation Army, but I have on many occasions had to drive around to try and find a parking space, often quite a distance away. Whilst I am able to walk, I am mindful of the elderly and disabled people who attend The Sunday services, the café, the craft club, who help out in Food Bank, not having close access to the building may limit or stop them from even attending.</p> <p>I am sure you are aware by now, but The Salvation Army has many programs that run throughout the day and evening, so the detrimental effect of losing these parking spaces will be huge to them and also the many members of the public it serves.</p> <p>I therefore ask you to reconsider this proposal.</p>
16.	Objection to parking removal along Lake Road
	<p>Representation</p> <p>I wish to register my objection to losing the parking facilities on Lake Road! I attend the Salvation Army on Lake Road and spend time there at least twice a week!! I am over 80 years old and walking is not easy for me, thus to have to walk from Tesco or All Saints for example would be difficult for me and many other of our regular attendees too!! I would politely ask that you reconsider this decision and allow us to attend our church with a minimum of walking please!</p>

	Thanking you in anticipation
17.	Objection to parking removal along Lake Road and introduction of a cycle lane
	<p>Representation</p> <p>Dear Sirs,</p> <p>The Haven Centre Nursery, that my 3yo attends, has informed me of the proposed plans to change the parking along Lake Road, into a cycle lane.</p> <p>I am emailing to state that I vehemently object to this change.</p> <p>As a working mother, who lives outside of Portsmouth, having parking outside of the Haven Centre Nursery is vital for dropping off and collecting my son, before and after work each day.</p> <p>Lake road is a very busy thoroughfare, with buses, lorries, cars and other modes of transportation using it to access the local supermarkets and businesses. It isn't a road that is safe enough for my young child to walk by. Moreover, with all the residential flats and houses nearby, there wouldn't be any parking close enough to help with accessing the nursery.</p> <p>I understand that the council would love to support more cyclists, but this isn't the answer. There are quieter roads located around Lake road that could easily be used for cyclists; Alexandra Road into Crasswell street, for example, which is quieter and already has a cycle lane.</p> <p>Without the vital parking spaces, it would be detrimental to myself and so many other parents or guardians. As well as the vital services of the Haven Centre: nursery, food bank, employment+ to name a few.</p>
18.	Objection to TRO proposal
	<p>Representation</p> <p>Hello - I am aware of the changes that are being discussed regarding parking in Lake Road, Portsmouth.</p>

	<p>As a frequent user and also a volunteer at The Salvation Army Lake Road (including The Haven Community Centre) I can only express my dismay at these proposed changes.</p> <p>Several times a week I pay to park on Lake Road - outside of The Salvation Army Portsmouth Citadel, and for very good reason. My mobility is at times compromised and I cannot walk too far. Added to that I most often have a number of items to get either into the building or out of it.</p> <p>I have worked with all ages through our Community Groups - and, for example, groups with young children....It's been said "take a toddler - take all but the kitchen sink too"! The same can be said for our numerous family events only 100 fold!!!</p> <p>I do not mind paying the parking charge at all. It is the ability to park very close by which is the issue. Sometimes I can park further along Lake Road, also paying, but that is a distance I cannot manage at times, especially if laden with resources.</p> <p>Honestly, the place absolutely relies on people who volunteer their time and money and resources and without being able to park anywhere near for a period of time will have not only an adverse affect on my ability to support the Church and The Community Work at The Salvation Army Portsmouth Citadel Lake Road... but certainly many others.</p> <p>We have always had a good relationship with the Council and considering our work has been continuous for 150 years, it would be a tragedy to lose out now. Parking all along Lake Road is popular and I am sure I am not alone in saying this proposed change will cause a lot of practical problems among many and an adverse effect on the vital Church and Community Work from our building in Lake Road</p>
19.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>Dear Sir/Madam,</p> <p>I am emailing to object to the proposed changes in parking on Lake Road in Portsmouth. Some parents who access the nursery have no option but to drive to drop off and collect their children as they need to go on to work. If parents are</p>

	<p>unable to access the nursery this could affect the financial sustainability of the nursery moving forward and parents may have no other option but to either find an alternative setting or for the children to miss out on early years care , which we know has a positive impact later in life.</p> <p>There are many people who use these bays, both during the day, the evening and at weekends, and if removed, would cause significant issues – for example the Sunday morning congregation; Nursery parents; staff, volunteers and visitors to the centre; contractors; service providers; service users; those attending courses here; those accessing groups and activities here; those attending funerals and weddings, and so the list goes on.</p> <p>It is my understanding that limited parking is only for 1 hour at at time. I know personally this would not be enough when I carry out a compliance visit and could also put off people who want to come and visit.</p>
20.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>The proposed changes to the parking in Lake Road will severely restrict access to the Salvation Army building complex.</p> <p>This will affect my ability to attend worship as I cannot walk very far. Could this be construed as Religious Persecution.</p> <p>Not only is the building complex used for worship, there are many activities which are based on the principles of helping the community. For example, the food bank, the nursery, the job club.</p> <p>The present situation does not appear to cause any problems so “ If it ain’t broke why fix it !!”</p>
21.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p>
	<p>Representation</p> <p>I am a member of the Salvation Army in Lake Road Portsmouth and want to firmly oppose the current proposals to remove the parking in front of the Salvation Army and along Lake Road. Over the years the access to church has been made more and more difficult, firstly with imposing payment charges and also only allowing restricted free times elsewhere meaning that if you want to come to church you have been substantially penalised which seems very discriminatory.</p>

Despite many of our congregation having less income to pay for parking this was adopted without making too much of a fuss. We now have a situation where not only do they have to pay for something which was previously free but they also cannot park close to the building! For a large percentage of the congregation who are older and/or have mobility this will cause great difficulties and may even lead to them having to stop coming to church. In an area which has a lot of loneliness we provide a great hub throughout the week for people but particularly on a Sunday to come and meet others and enjoy being together. These restrictions will mean that this will be a further erosion of people's abilities to meet together, going against what the council is trying to encourage people to do - to meet up. And what about people who have blue badges? Where are they supposed to park? This is greatly concerning and another act of discrimination against those people who are disabled.

This matter is not only going to cause great difficulty on a Sunday for people attending church but also throughout the week when there are numerous other events on in the building.

It also means that for people finishing events late into the dark evenings they have to walk on their own in the darkness instead of being able to park outside or 100 metres away.

In the week there is a very heavy programme of activities on which enhance and support the community. It is difficult to know where to start on the huge impact these changes will have on these activities. At both ends of the day children are dropped off and picked up for the nursery by parents who are dashing off to get to work in order to support themselves. If they are not able to do this they may end up having to take their children out of nursery completely, leave jobs etc etc. The inconvenience is huge! I do believe that 20 years ago the Council actually asked the nursery to expand and as a consequence it became more of a thoroughfare and the need for parking on the doorstep was recognised. Now that the nursery is flourishing as a result of that required growth it is having a key component and part of the agreement removed.

There are also many volunteers who are in and out all week, the agencies that work out of the building (homestart, Good neighbours etc) who are all in and out all day, often needing to bring in heavy equipment etc. Deliveries are regularly made including many donations for the foodbank, christmas toy appeal etc - these need to be made right to the door - not half a mile away.

	<p>I do believe that when the Haven was first up and running and won the Queen's Award for Community Services for all the valuable work it does for the city, one of the agreements was that the access would remain untouched. This will be going back on that agreement.</p> <p>What about the weddings and funerals that take place in the building, the music exams (when people need to bring in heavy instruments etc), the volunteers that enable the craft club (for lonely people) the job club (to help jobless get into work) and other projects that take place that need people to get easy access to the building.</p> <p>I could go on but I hope this will begin to make you realise how your proposals will impact a very important hub and community which the council needs. it would be very shortsighted to over look all this for what may be gained.</p> <p>I do hope you will consider these and all the other oppositions to this project very carefully before making any further decisions</p>
22.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p>
	<p>Representation</p> <p>Dear sir/madam</p> <p>I should like to add my name to the objections to the proposed changes to the parking which are at the moment are allowed in Lake Road alongside the flats and also the Salvation Army Citadel.</p> <p>The reasons are given in the emails from both Mr. and Mrs. W.</p> <p>As you can see the Salvation Army in Portsmouth play a great deal in helping the people in the local community.</p> <p>Hopefully you will give this your due consideration.</p>
23.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p>
	<p>Representation</p>

	<p>This is right outside a place of Christian Worship, The Salvation Army, which has been on this spot, serving the community, since June 1873. In fact, the 150th Celebrations have just been held with people travelling from far and near to join in the celebrations.</p> <p>As this is a place of Christian Worship, Weddings and Funerals are held here, so how will this be able to continue with No Waiting outside? There is an active children's Nursery held each week day. How safe will it be for parents bringing babies and toddlers I ask? Various groups meet here during the week both daytime and in the evening including choir and band practices. There's a parent/toddler group that meets here regularly and a Messy Church where 70+ children meet with their parents as well as organisers and helpers. The Salvation Army endeavours to meet the needs as they arise.</p> <p>Not everyone who attends or volunteers lives in a place that is easily accessible by bus. Or is indeed young or fit enough to cycle. Plus where will disabled people be able to park in order to attend?</p> <p>It would appear to me that the people responsible for this proposal are striving to ostracise Christians from attending their active place of Worship and inhibiting them from meeting the needs of the local community as they arise.</p> <p>I am bitterly disappointed by this ill-thoughtout proposal. I have been a member of this Salvation Army since I was Christened Boxing Day 1943. My great grandparents, grandparents and parents have attended and been actively involved in serving the community since the 1890s. In fact when I was younger I was involved in setting up and running a weekly children's club and took groups away on holiday by minibus to the Blue Peter Log Cabin in Sunbury on Thames.</p> <p>We used to live near enough to walk to this place of Christian Worship, but our home came under compulsory purchase for redevelopment so we were forced to move fairly quickly and are consequently now outside the city.</p> <p>I trust you will very seriously consider the very unhappy outcome for all involved should this proposal go ahead.</p> <p>Yours faithfully,</p>
24.	Objection to the proposal

	<p>Representation</p> <p>Dear Madam/Sir</p> <p>I am writing with regard to the above proposal which, if implemented, will cause many difficulties to the service users and others who use The Haven Community Centre/Salvation Army building at 17 Lake Road.</p> <p>Following a recent visit by both local MPs and the Lord Mayor of Portsmouth, each of them was full of admiration for the work undertaken by The Haven Community/The Salvation Army from its premises in Lake Road. Both MPs mentioned in social media of their gratitude for the support, love and care given - with its various programmes - aimed at supporting those who are in need.</p> <p>Many of these activities require drop-offs and those with cars/brought by car - have a blue badge p are able to park outside the building. For others, they can park further along Lake Road or outside the building using the Ringo app. I should mention that as someone who uses buses, the No. 23 service is superb and I use it to go to The Salvation Army in Lake Road. It is already a very quick and reliable service which hardly faces delays in Lake Road because of cars.</p> <p>Several years ago I worked for The Salvation Army and when the Northern Quarter Development was being considered, I seem to recall the council suggesting the roundabout outside of The Salvation Army in Lake Road, and the bus stop outside of the former Masonic Lodge - which is next door to The Salvation Army - were owned by The Salvation Army Trustee Company, so wonder if this is a legality that needs resolving, as presumably this has implications for any changes to the road layout if parcels of land are not in the ownership of those wishing to implement change.</p> <p>However, regardless of the issue with land ownership, I would ask that this proposal does not go ahead as the issue of traffic build up is more to do with the roundabout outside The Salvation Army hall in Lake Road, the Holbrook Road roundabout and the roundabout enabling traffic to go along Market Way.</p> <p>Yours faithfully,</p>
25.	Objection to the proposal
	Representation

To Whom It May Concern

Re: South East Hampshire Rapid Transit Scheme – Lake Road Proposals. TRO 39/2023

The Salvation Army, Portsmouth Citadel

The Salvation Army has provided a service to the local community for over 150 years and would view to above proposal as a threat to being able provide this service, the primary concern would be the area immediately outside our church building or Lake Road.

Background

The Portsmouth Citadel Salvation Army is in the substantially deprived 'Landport' community, within the Charles Dickens Ward. The Charles Dickens Ward is amongst the 10% most deprived neighbourhoods in the country (Index of Multiple Deprivation 2019). More specific information shows that 'of the 125 small statistical areas in the city (Lower Super Output Areas), one is in the most deprived 1% of neighbourhoods in England; Landport in Charles Dickens Ward' (Portsmouth City Council Cabinet Meeting minutes 3 Nov 2020).

The Salvation Army is a vital community hub in the centre of the Charles Dickens Ward, offering many services and activities, and holistic support to hundreds and hundreds of people each week. Importantly the Salvation Army's community work responds to many of the issues highlighted in Portsmouth City Council's various strategies, including the Health and Wellbeing Strategy 2022-2030. Without sufficient parking and drop-off facilities along Lake Road, many people will be left unable to access the vital services on offer and will be negatively impacted as a result.

This proposal is likely to negatively impact on the individuals and families who already face significant issues and challenges around mobility, poverty, independence, and community integration, the most, raising a further issue around equality.

We would object to this proposal on the following grounds.

Severely reduced accessibility and parking, our building is a key role in ensuring the needs of our city are met. The Salvation Army, Portsmouth Citadel on Lake Road operates a very busy community centre which, and through its busy and varied programme, assists with the alleviation of all kinds of needs of people in the city.

1. There can be upwards of 50 people who walk through the doors of The Salvation Army, Portsmouth Citadel each week requesting food parcels, a very demanding role considering the rising cost of living at present; help with homeless situations and people simply requesting a listening ear to talk through their individual needs and problems.
2. Across the Church & Community Centre programme, there are over 50 volunteers each week who need somewhere to park, so again, these proposals will affect many, and may lead to some having to end their volunteering with us, thus affecting our ability to maintain our weekly activities and services.
3. We run and house various specialist projects within our building. This comprises our nursery, a Salvation Army run project which caters for 60 children most of which are brought in by car. These proposals will leave parents unable to drop off and pick up their children and may result in some looking for an alternative setting, potentially affecting our income, thus threatening the sustainability of this much needed provision. It should be noted that some twenty years ago, Portsmouth City Council requested that our Nursery space be expanded which necessitated adding an additional floor to our building to accommodate a growing nursery programme with which we are informed the council would not want to be without.
4. A Wednesday morning is when we run our weekly Employment drop-in session, providing advice and support to those seeking employment. This is complimented by our part-time. Employment Development worker, based here throughout the week, offering 1:1 support to those that need it. Again, the lack of parking will certainly affect the team but is additionally likely to affect some of those accessing the provision.

5. On a Wednesday morning we also operate a family hub providing space for young children and parents to gather and support each other and receive help and advice from those that lead the group.
6. Good Neighbours, part of the Wellbeing Collective, is a project with which we have a contract with Portsmouth City Council. It is essentially a wellbeing service giving various levels of support including carrying out shopping for those unable to do this themselves. Some 60 clients avail themselves of this programme weekly. Staff need to park their cars.
7. Our café, the Lounge, is open 5 days a week, Monday to Friday, from 10am through to 3pm. This is run in partnership with our friends at Creative Advances, an amazing organisation who work with and support adults with learning difficulties, and our café provides training opportunities for those adults. Many of the staff and service users arrive by car, and there are people enjoying the café daily, many of whom will be affected by these proposals. Our café is also a registered Warm Space for those in the community who have been unable to heat their own home.
8. The charity 'Homestart' operates from our building. This charity supports families with children under five years of age. They run projects and courses in our building, parenting classes, training, and supervision for staff, all of which are used by people who attend needing to park close to The Salvation Army, Portsmouth Citadel.
9. As part of our communiTEA programme, we run a Craft & Friendship group on a Thursday, and again, there is little doubt these proposals will affect this, with many of those attending older and unable to walk any distance. This programme provides vulnerable and lonely people in the community a safe place to meet and make friends and improve their mental well-being.
10. Christmas is a particularly busy time of year as each year we run a Food and Toy Appeal supporting hundreds of families across the city. Without the ability to park outside the building, many donors may look to find alternative places to donate, and distribution of these parcels will be made more difficult.
11. We hold meetings for religious worship each Sunday at 10.00 am involving 90 – 100 people in the congregation. The proposals would seriously affect many

people within the congregation, especially those who are disabled or of limited mobility. Any alternative parking is likely to be too far away from The Salvation Army, Portsmouth Citadel and/or expensive.

12. Apart from the various projects operated from our building it will be appreciated that numerous contractors and suppliers need access on a regular basis to deliver/unload the various commodities needed for such a programme outlined above, including Tesco who deliver every Monday to our Nursery and the Cafe. If these proposals go forward the receiving of goods and services, not to mention donations from the public will be seriously curtailed.

13. Once a month we run a ministry called Messy Church, where over 60 families attend and enjoy an afternoon of activities, craft, and worship followed by a meal together. With the current cost of living crisis, there are many families in Portsmouth struggling to make ends meet and providing cooked meals and activities for their children is a much-needed ministry. These proposals will seriously hamper those that not only run this ministry, but those who attend and receive so much from it.

14. Every week there are music rehearsals involving more than 50 people, all of whom park in the area, many of them in Lake Road.

15. As a centre for religious worship, The Salvation Army, Portsmouth Citadel is used as a venue for weddings and funerals. This obviously necessitates the parking of wedding and funeral cars to be parked immediately outside our building for upwards of one to two hours at a time. This will be impossible if the proposed changes take place.

16. We also hold several large events during the year to which the public are invited. These are often free or very low in price, providing the community with accessible and inclusive events, where they may not be able to afford or attend alternatives. Again, many will be affected particularly those who have a disability and/or limited mobility. These events include our Easter Celebrations; our Autumn Proms Night; our Christmas programme and a plethora of musical evenings.

17. Portsmouth City Council's Learning Disability Partnership Forum meet here several times a year, over 40 people, and with a reduction in parking, they may need to look elsewhere.

18. The examination board of the Royal School of Music, ABRSM also use our building during the year, and our building is in fact the main centre for Portsmouth, providing a central HUB which supports music making in the city. Many of the examinees arrive by car, many with large instruments and so the ability to park outside/in Lake Road makes our centre very accessible. A change to this, and a loss of available parking will, without doubt affect numbers, which in turn will affect our revenue, revenue used to fund our vital community programme.

19. As a church we run small groups, one such group on a Wednesday evening, again, some of those accessing the group park outside the building.

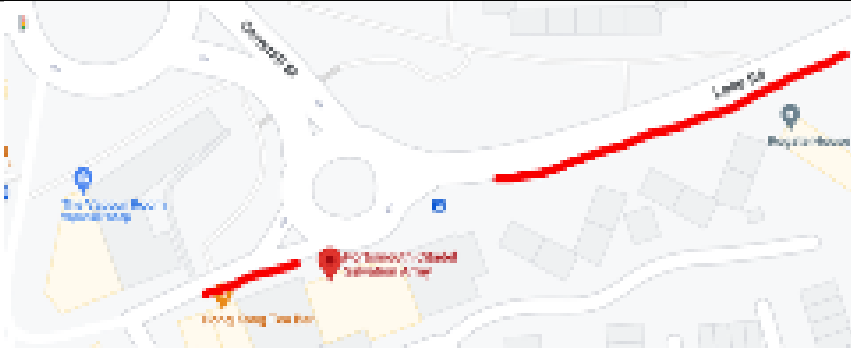
For reference, in the past Portsmouth City Council has acknowledged the need to maintain parking outside of the Salvation Army building and agreements have been reached in this regard. There has also been dialogue between Portsmouth City Council and The Salvation Army in relation to the previous Northern Quarter redevelopment and land ownership outside of the Salvation Army building.

Safety is also a concern, particularly in the winter with darker nights, many of those accessing our various ministries are older and vulnerable and would not feel safe having to walk through the city at night if there is no parking available in the immediate area.

These points highlight the importance to the local community of the Salvation Army, Portsmouth Citadel, and the need for good access and parking on or close to the building.

We would, therefore, raise our objections to any reduced access or parking.

Please see attached plan below, indicating the current parking on site that will be lost, if these proposals are accepted.



Yours faithfully

26. **Objection in relation to PHVs not being allowed in bus lanes**

Representation

Please see below some reasons why we feel that PHV should be aloud in ALL Bus lanes and where it states “Bus and Taxi only”, also why don’t the powers to be understand the vital resource of PHV’s are in this great city. It appears that the rule makers wish to put up as many barriers as possible for our industry penalising us along the way.

Efficient use of resources: Allowing PHVs in bus lanes could contribute to more efficient utilization of the existing infrastructure. Bus lanes are often underutilized during certain periods of the day, and permitting PHVs to use these lanes when buses are less frequent or during off-peak hours could help optimize the use of this dedicated space.

Flexibility for passengers: PHVs provide an important alternative transportation option, particularly for individuals who may not have access to private vehicles or find public transportation routes inconvenient. Allowing PHVs in bus lanes could enhance the flexibility and convenience for passengers, as they would have additional transportation choices to reach their destinations efficiently.

Reduced congestion: By permitting PHVs in bus lanes, the overall congestion on the roads can be reduced. PHVs often carry fewer passengers than buses, and allowing them in bus lanes could incentivize more people to use these services instead of relying solely on private cars. This reduction in private car usage can contribute to easing traffic congestion and improving overall traffic flow.

	<p>Economic benefits: Allowing PHVs in bus lanes may benefit the local economy by supporting the private hire industry. The increased efficiency and convenience of PHVs in bus lanes could encourage more people to choose these services, leading to increased demand and business opportunities for PHV drivers. This, in turn, can contribute to local economic growth and job creation.</p> <p>Technological advancements: With the rapid development of ride-hailing apps and innovative transportation solutions, PHVs are becoming an increasingly popular mode of transport. By adapting regulations to accommodate these advancements and allow PHVs in bus lanes, cities can demonstrate their openness to embracing new technologies and facilitating the evolution of the transportation industry.</p> <p>Regards</p>
27.	<p>Support to the proposal</p>
	<p>Representation</p> <p>Portsmouth Cycle Forum support the measures as outlined in this Traffic Regulation Order which will allow the creation of separate cycle and bus lanes along the southern side of Lake Road between Holbrook Road and Cornmill roundabouts. Given that the under-utilised Paradise Street car is only 150 metres away, we would have preferred to see the removal of metered parking along the full the extent of Lake Road between Alexandra Road and Spicer Street in order to create a more continuous and segregated cycle lane into the city centre rather than dumping people who cycle into the circulatory path of the Cornmill roundabout. We do however acknowledge that this area will be subject to the further development under the City Centre North project and we will attempt to ensure that direct, safe and consistent cycle routes will be developed to link up with this location as part of the bigger project.</p> <p>The inclusion of the drawings of the wider SEHRT scheme funded by the Transforming Cities Fund in this TRO raises a number of issues and questions we would like answered, but these do not relate to the wording of the TRO as published.</p> <p>We will therefore take these up with project officers in due course.</p>

28	Objection to the proposal
	<p>Representation Dear Sir/ Madam,</p> <p>I have recently viewed the proposed cycle infrastructure improvements drawing related to Lake Road/ Cornmill Rd roundabout. I regularly cycle from my place of work home via Church Street in both directions (south and north) and while I welcome the addition of cycle infrastructure on the roundabout I am concerned around the fact that drivers will now expect me to follow the less direct path via crossing rather than use the carriageway and carry on via most direct route. I would welcome an addition of signage (road markings such as e.g. a cycle box)) which would indicate that cyclists can choose to cycle either way - follow the cycle path or use the carriageway.</p> <p>It is worth remembering that cyclists and pedestrians would often follow the most direct route to conserve energy. Unlike drivers who do not have to put much physical effort into their travel. Prioritising more direct desire lines for pedestrians and cyclists would help to make the scheme more successful. At the moment the design still looks like it's main aim is to prioritize comfort and swift movement for drivers.</p>

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, Hackney carriages, Uber, Portsmouth Cycle Forum,

Local businesses and organisations: Madani Academy Primary School, Ladbrokes, Solent Divers, Charles Dickens Centre, Royal Albert Day Centre, The Salvation Army, The Painter's Arms

Local Residents: Flats (Northesk, Rogate, Blendworth, Catisfield Hallowell, and Foley House, flats east of Alexandra Rd).

The News

Orders for public notices now go through Panacea.

Appendix D: Integrated Impact Assessment

Form name	Integrated Impact Assessment
Reference	IA518959712
Date	30/05/2023

Policy details

Request date	30/05/2023 13:02
Directorate	PCC Regeneration
Service	Infrastructure - Major Projects
Title of policy, service, function	SEHRT Lake Road Corridor
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	<p>Provide increased bus priority on approaches to and/or at Lake Road/Holbrook Road junction with east-west movements the focus for bus routes.</p> <p>Provide a more direct and appealing crossing facilities for pedestrians.</p> <p>Improve legibility and safety for cyclists at the roundabout.</p> <p>Improve walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</p>
Has any consultation been undertaken for this proposal?	yes

<p>What were the outcomes of the consultations?</p>	<p>The survey was predominantly quantitative and launched online on the 14 December 2021. It was open until 31 January 2022. It was promoted through. In total, 579 people interacted with the City Centre and Lake Road routes survey.</p> <p>A majority of respondents support each of the proposed changes to Lake Road</p> <p>The most supported change is 'improving the landscaping in the area to make it greener and more pleasant' (79% agree or strongly agree)</p> <p>Just under a fifth of respondents (18%) oppose 'adding a new westbound bus lane between Lake Road roundabout and Cornmill Roundabout'</p>
<p>Has anything changed because of the consultation?</p>	<p>no</p>

<p>Did this inform your proposal?</p>	<p>no</p>
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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>
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<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>
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How are you going to measure/check the impact of your proposal?	Not part of the scope at this stage.
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Housing - will it provide good quality homes?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Yes, as there will be a land transfer planned from Northesk house to highways land to enable delivery of the project. That will be compensated through new communal garden for that block of flats which will enhance the area.
How are you going to measure/check the impact of your proposal?	Not included in the scope at this stage.

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.
---	--

How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.
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Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Peases expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	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. 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. These are the objectives of lake road proposal.
How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.

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 walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</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?

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The scheme has considered drainage implications when delivered and there are some improvements to deal with localised flooding in the area.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Not included in the scope at this stage.</p>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The proposal included landscaping to enhance the habitat for better biodiversity in the city.
How are you going to measure/check the impact of your proposal?	Not applicable.

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

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?	The aim of the project is to provide better means of transport and active travel modes which should contribute to help to improve air quality in the city centre. This scheme also removes some parking lots making it harder to travel by car.
How are you going to measure/check the impact of your proposal?	Not applicable.

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Provide increased bus priority on approaches to and/or at Lake Road/Holbrook Road junction with east-west movements the focus for bus routes. Provide a more direct and appealing crossing facilities for pedestrians. Improve legibility and safety for cyclists at the roundabout. Improve walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>RSA 3 will be undertaken. Bus journey times will be monitored by the bus companies. Accident data will be collected to assess post implementation results.</p>

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

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work, visit.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from Residents, transport companies and users.</p>

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>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.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>N/A</p>

Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Better connect our communities and travel to work areas. Drive up productivity and support economic growth by improving access to employment and training</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from Residents, transport companies and users.</p>

Social value

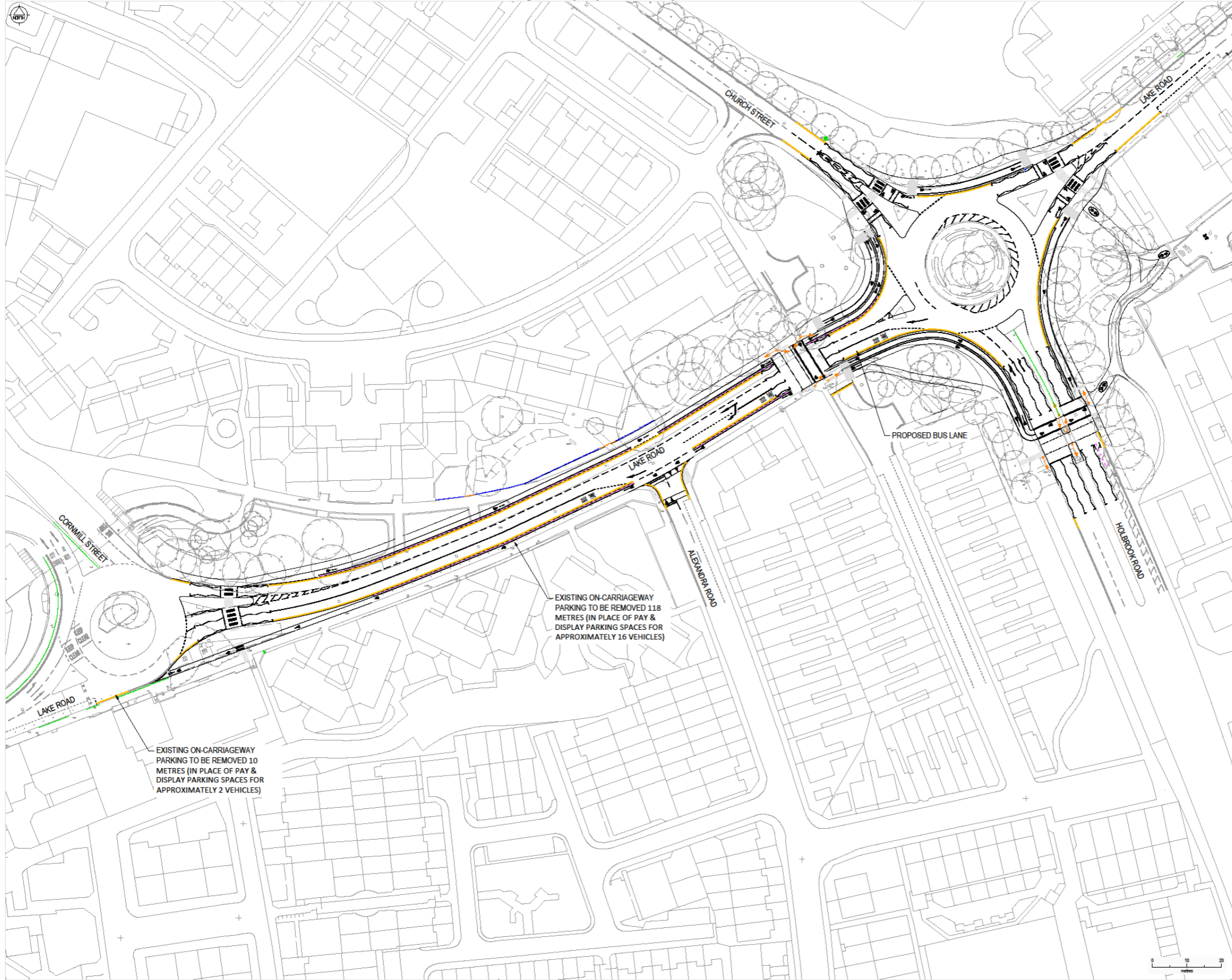
<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Involvement

Who was involved in the Integrated impact assessment?	PM/APM
Name of the person completing this form	Ahmad Hanoun
Date of completion	2023-05-30


Appendix E: Proposal Plan

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 0.7.23	ISSUE TO SUPPORT TRO DECISION REPORT	AS	BT
A 3.1.23	FIRST ISSUE TO SUPPORT TRO APPLICATION	AS	SA
Rev	Date	Revision Details	Drawn/Checked
Project: SEHRT LAKE ROAD			
Drawing Title: LAKE ROAD WEST TRAFFIC REGULATION ORDER NO. 39/2023			
 Portsmouth CITY COUNCIL			
REGENERATION Assistant Director (Infrastructure) Martin Lavers BSc CEng MICE Date: 07/03/2023 Scale: 1:500 Design/Drawn by: AMS Drawn by: AMS Checked by: SA			
Drawing No: 49903-TRO-001		Revision No: B	
FEASIBILITY	DRAFT	CONSTRUCTION	
INFORMATION	TENDER	AS BUILT	

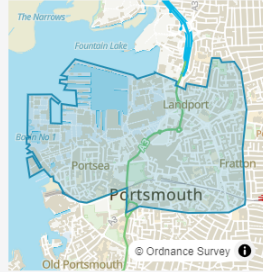
0 10 20
metres

Appendix F: Census 2021 Charles Dickens Ward Characteristics

A general study was undertaken to understand the population characteristics in Charles Dickens ward which Lake Road proposal is located. This ward has a significant number of households with no access to a car or van (57.2%) with 40.8% people travel to work via active modes including train, bus, walking or cycling. A further 15.5% people work from home while 55.6% of the population is economically inactive. 42.8% of the population have access to one or more vehicles and 32.9% drives to work with a majority travelling distance less than 10m (53%). Moreover, 71.1% of households in Charles Dickens area are deprived in one or more ways. This information supports the objectives of Lake Road proposal to offer alternative modes of transport to cars or vans that allow for individuals living in these households to have greater opportunities to travel. Further Census 2021 details for this ward are overleaf.

Charles Dickens

Area map

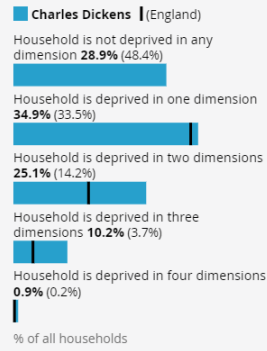


Population

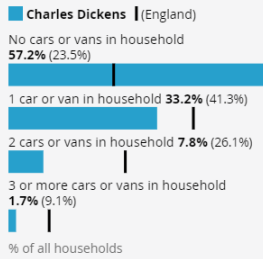
22,300
people

56,490,000 people in England
Rounded to the nearest 100 people

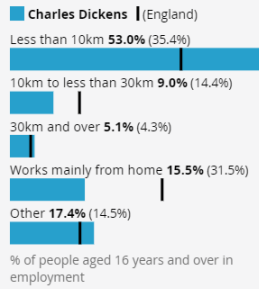
Household deprivation



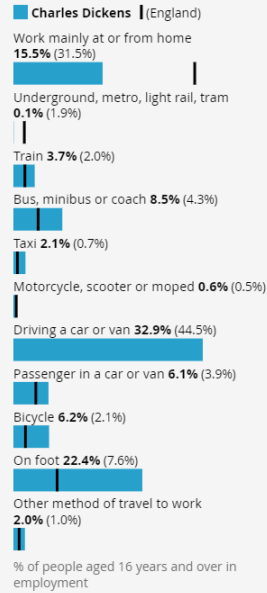
Number of cars or vans



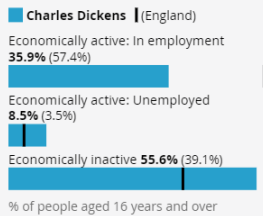
Distance travelled to work



Method of travel to workplace



Economic activity status



Source: Office for National Statistics - Census 2021

Appendix G: The summary of the parking surveys

Parking Survey Information

On 9th (Thursday), 24th (Friday), and 25th (Saturday) September 2021, parking counts were undertaken to quantify the number of vehicles parked in the pay and display parking bays (shown in Figure 2 and Figure 3) between 7am and 7pm. The enumerator noted the number of vehicles which left and the number of vehicles that arrived during each 15 minute periods. When possible, observations were made if those arriving used a pay machine or a mobile phone application to pay for the parking.

These parking spaces are Pay and Display and charged between Monday and Sunday (from 8am to 6pm).

The summary of these surveys are shown in **Error! Not a valid bookmark self-reference.**, [Table](#) and

Table below.

The Auditors recorded only 3 cars parked within the Lake Road surveyed parking spaces on Thursday at 7am. Further, due to the high volume of pedestrians and obstructions to the visibility (a bus stop and trees) it was difficult for the enumerators to see if parking users paid by the pay machines.

The data collected on 9th September 2021 suggests that this parking is often used for a short duration when assessing the number of cars arriving and departing during each hour of the audit. Approximately 40% of all the cars recorded using the parking spaces on Thursday, were picking up or dropping off. This is likely to be linked with part time workers or shoppers accessing Commercial Road. Further these users could also include the local residents (free parking between 6pm and 8am) and evening visitors to the city centre.

The low level of arrivals and departures through the day suggest it is being used more for longer rather than shorter periods, with the main arrivals between 8am and 10am and the main departures between 4pm and 5pm on Friday 24th September 2021, but the bulk of arrivals between 8am and 10am and departures between 3pm and 5pm on Saturday 25th September 2021. There appears to be little overnight parking with only 6 spaces taken at 7am on Friday and 2 at 7am on Saturday.

Another survey was commissioned in the areas shown in **Error! Reference source not found.** to assess utilisation of the residential parking spaces at Alexandra Road. These areas were audited on Friday 24th September 2021 between 7am and 7pm.



Figure 1 - Alexandra Road residential parking location

The summary of that survey undertaken on 24th September 2021 is shown in **Error! Reference source not found..**

Table 1 - Summary of the parking survey on Alexandra Road on 24th September 2021 (Friday).

Start Time	Alexandra Road		
	CAR	OGV	MCL
7am	3	-	-
7pm	2	1	-

The enumerators data collected shows that only 2 of 8 spaces on Alexandra Road were utilised indicating some space capacity available. As such, there appears to be adequate opportunities elsewhere for residents to park nearby. There also appears to be little overnight parking with only 3 to 6 spaces taken weekdays and only 2 at weekends, which would suggest this is not heavily used by residents. Furthermore, the latest information shows that in JB residents' parking zone shown in **Error! Reference source not found.** 159 resident permits are on issue and there are 238 spaces (data obtained on 26th July 2023).

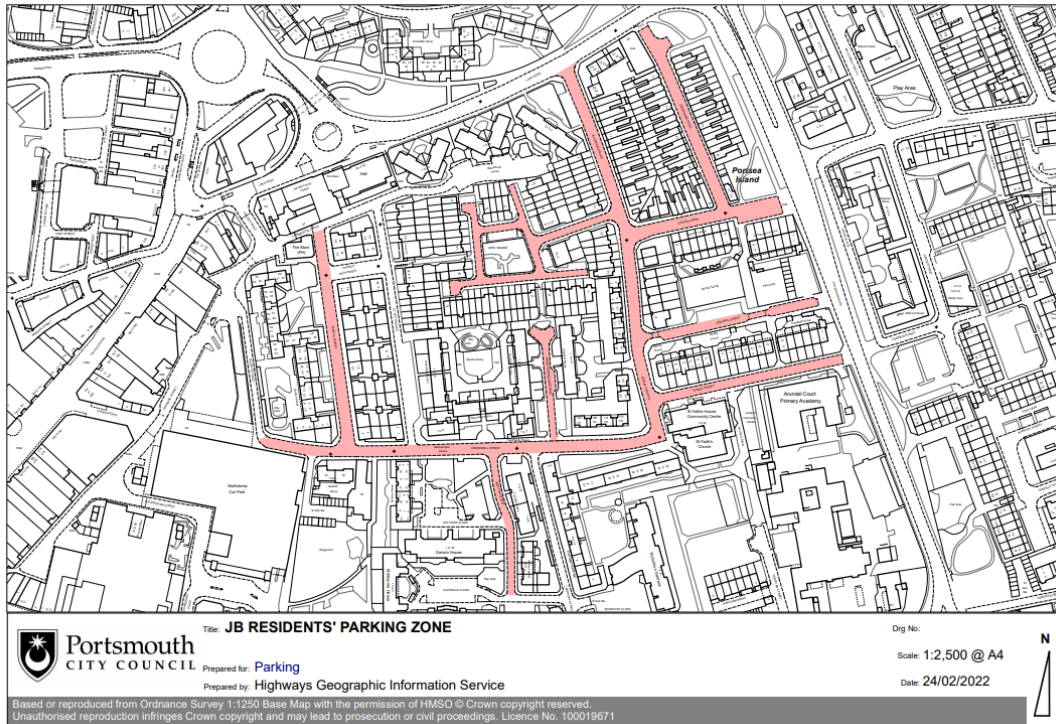


Figure 2 - JB – Landport – parking zone plan

Additional residential parking zone FC shown in **Error! Reference source not found.** is located in proximity to Lake Road and will be accessible via a new Zebra crossing proposed at Cornmill Roundabout eastern approach (34 residents permits issued compared to 55 spaces).

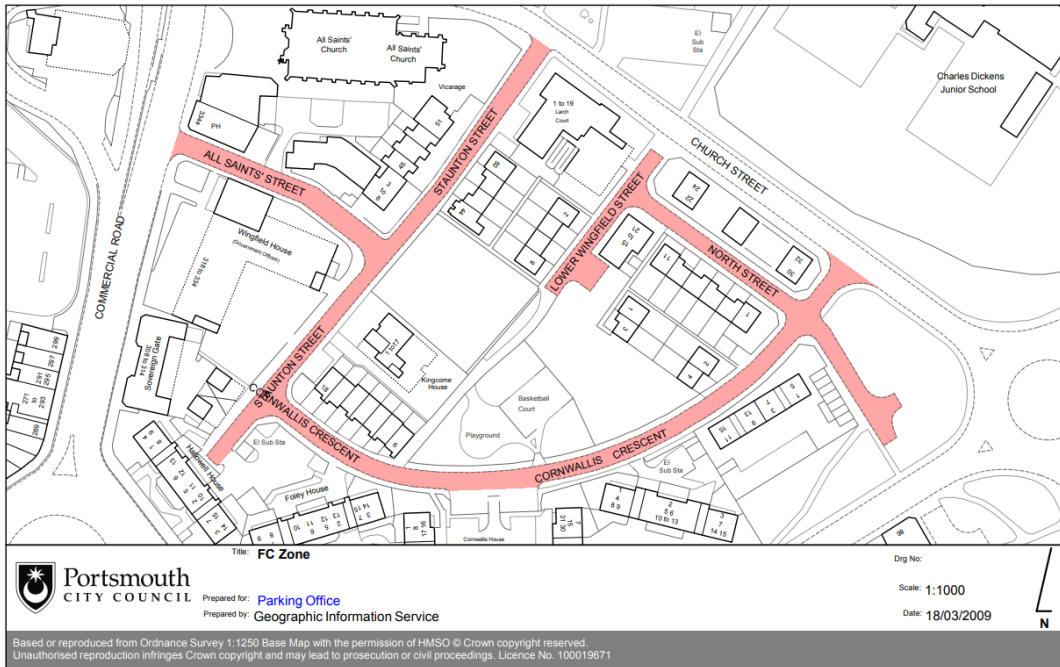


Figure 3 - FC-North Landport parking zone plan

Table 2 - Summary of the parking survey on Lake Road on 9th September 2021 (Thursday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
07:00	6	0	0	4	0	0	0	0	0	6	0	0	7	1
08:00	7	2	0	8	0	0	0	0	0	9	0	0	7	
09:00	10	4	0	8	3	0	5	0	0	4	2	0	10	11
10:00	7	1	0	8	3	0	3	0	0	4	1	0	2	1
11:00	13	3	0	8	1	0	11	0	0	6	0	0		
12:00	7	1	0	7	0	0	4	0	0	5	0	0		
13:00	5	4	1	4	2	0	3	0	0	3	0	0		
14:00	7	1	0	9	0	0	3	0	0	1	0	0		
15:00	5	2	0	3	1	0	1	0	0	4	2	0	4	
16:00	17	1	0	13	1	0	3	0	0	11	1	0	4	
17:00	12	3	1	12	3	0	4	0	0	8	3	1	4	
18:00	12	1	1	6	2	2	0	0	0	0	0	0	3	
TOTAL	108	23	3	90	16	2	37	0	0	61	9	1	41	13

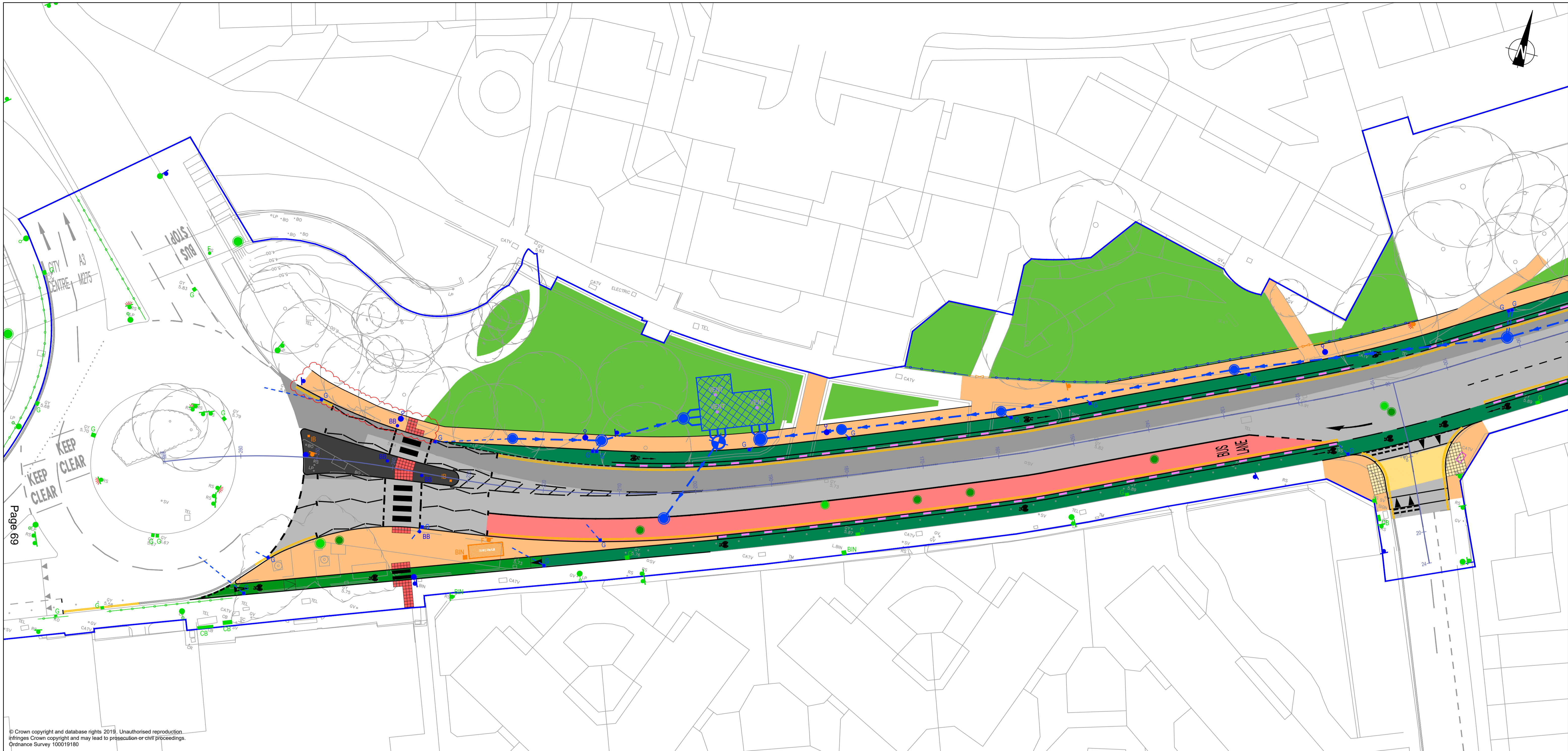
Table 3 - Summary of the parking survey on Lake Road on 24th September 2021 (Friday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
Baseline:	5	1	2 parked within the surveyed spaces at 7am.											
07:00	6	5	0	1	0	0	3	2	0	3	3	0	3	0
08:00	6	1	0	2	0	0	3	0	0	3	1	0	4	0
09:00	10	1	0	5	1	0	6	1	0	4	0	0	1	0
10:00	5	0	0	4	0	0	4	0	0	1	0	0	2	0
11:00	7	1	0	7	0	0	4	1	0	2	0	0	3	0
12:00	6	0	0	8	0	0	5	0	0	1	0	0	0	0
13:00	4	0	0	2	0	0	4	0	0	0	0	0	2	0
14:00	4	1	0	6	1	0	4	0	0	1	1	0	7	0
15:00	5	1	0	4	1	0	1	1	0	4	0	0	4	0
16:00	4	0	0	11	2	0	2	0	0	1	0	0	2	0
17:00	12	1	0	10	0	0	8	0	0	0	0	0	0	0
18:00	4	4	0	6	1	0	2	4	0	0	0	0	0	0
TOTAL	73	15	0	66	6	0	46	9	0	20	5	0	28	0

Table 4 - Summary of the parking survey on Lake Road on 25th September 2021 (Saturday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
Baseline:	2 parked within the surveyed spaces at 7am.													
07:00	9	0	0	8	0	0	0	0	0	9	0	0	1	0
08:00	11	0	0	9	0	0	2	0	0	10	0	0	1	0
09:00	12	3	0	12	1	0	3	0	0	0	0	0	3	0
10:00	6	1	1	4	1	1	4	0	0	1	1	0	5	0
11:00	7	1	0	9	0	0	5	0	0	2	1	0	5	0
12:00	7	2	0	3	0	0	5	2	0	2	0	0	2	0
13:00	8	2	0	4	0	0	6	1	0	2	1	0	5	0
14:00	6	1	1	4	1	1	4	0	0	1	1	0	5	0
15:00	4	0	0	10	0	0	2	0	0	2	0	0	4	0
16:00	7	1	1	10	0	1	5	0	0	3	0	1	1	0
17:00	6	1	2	11	1	2	2	0	0	3	1	2	0	0
18:00	7	2	0	6	1	1	0	0	0	0	0	0	1	0
TOTAL	90	14	5	90	5	6	38	3	0	35	5	3	33	0

(End of report)



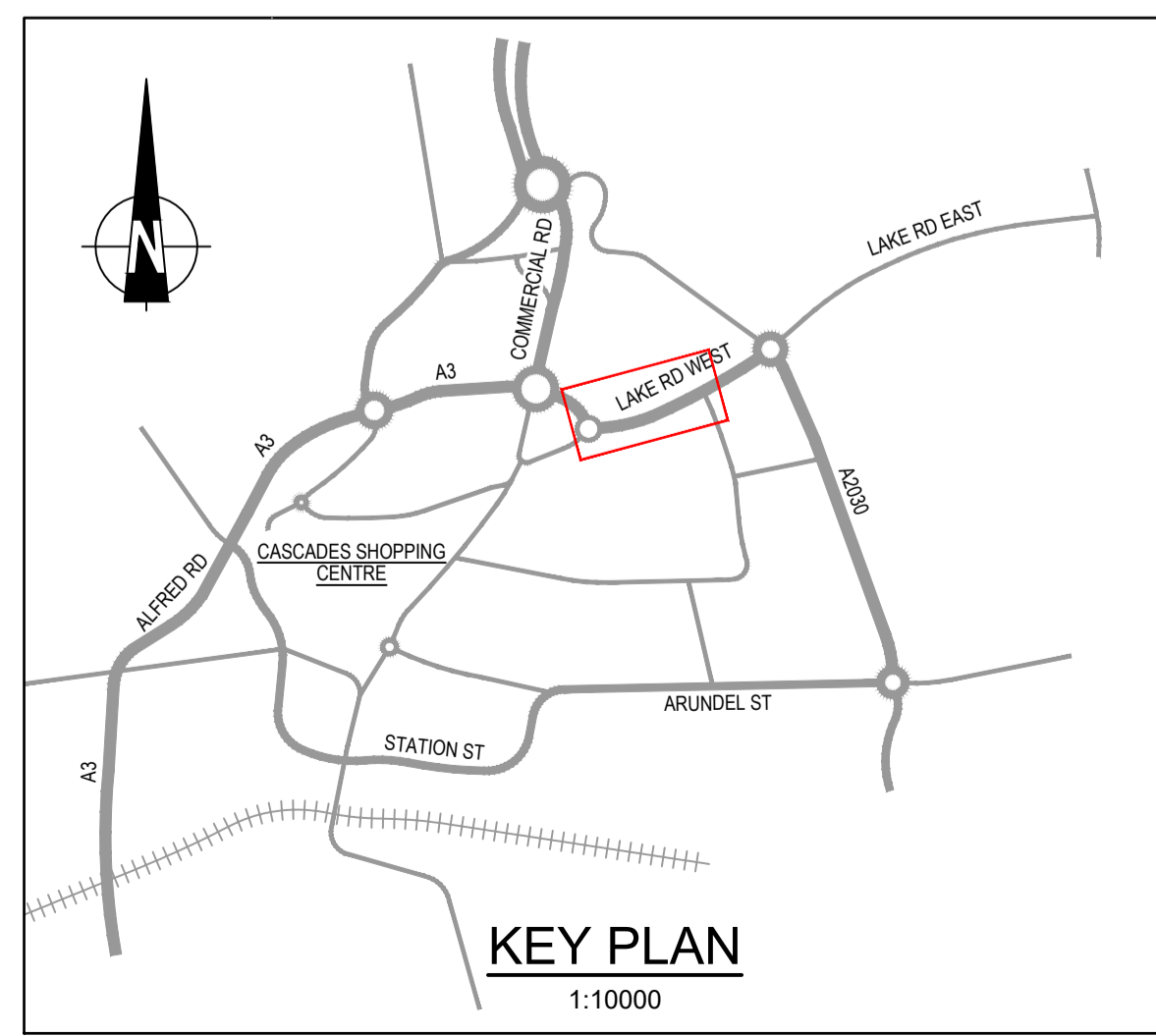
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 - REFER TO DRAWING NO. 49903/2005/0105 - 0107 FOR EXISTING UTILITY INFORMATION.
 - REFER TO DRAWING NO. 49903/2005/0107 FOR CROSS SECTIONS.
 - REFER TO DRAWING NO. 49903/2005/0108 - 0109 FOR GEOMETRY.
 - REFER TO DRAWING NO. 49903/2005/0200 - 0201 FOR SITE CLEARANCE.
 - REFER TO DRAWING NO. 49903/2005/0300 FOR FENCING.
 - REFER TO DRAWING NO. 49903/2005/0500 - 0501 FOR DRAINAGE.
 - REFER TO DRAWING NO. 49903/2005/0520 - 0521 FOR UTILITY DIVERSIONS.
 - REFER TO DRAWING NO. 49903/2005/0600 - 0601 FOR PROPOSED LEVELS.
 - REFER TO DRAWING NO. 49903/2005/0700 - 0701 FOR PAVEMENT CONSTRUCTION.
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 - REFER TO DRAWING NO. 49903/2005/1200 - 1201 FOR TRAFFIC SIGNS.
 - REFER TO DRAWING NO. 49903/2005/1210 - 1211 FOR ROAD MARKINGS.
 - REFER TO DRAWING NO. 49903/2005/1220 - 1221 FOR TRAFFIC SIGNALS.
 - REFER TO DRAWING NO. 49903/2005/1300 - 1301 FOR STREET LIGHTING.
 - REFER TO DRAWING NO. 49903/3000/101 - 106 FOR LANDSCAPING.

- KEY:**
- GENERAL**
- SITE BOUNDARY
 - 100 CHAINAGE LINES
 - PROPOSED KERB
 - PROPOSED ROAD MARKINGS
 - PROPOSED BUS LANE
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - EXISTING CARRIAGEWAY TO BE RESURFACED
 - EXISTING CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED ISLAND
 - PROPOSED FOOTWAY CYCLE LANE
 - PROPOSED CARRIAGEWAY CYCLE LANE
 - PROPOSED ASPHALT WITH YELLOW SURFACE DRESSING
 - PROPOSED LANDSCAPING
 - PROPOSED HIGH FRICTION SURFACING DELINEATOR STRIP
 - PROPOSED CYCLE LANE SEPARATORS 1m SECTIONS INSTALLED WITH 2m GAPS. REFER TO DRAWING NO. 49903_2005_SD0151 FOR DETAILS.
 - PROPOSED RED TACTILE PAVING
 - PROPOSED BUFF TACTILE PAVING
 - PROPOSED CORDUROY PAVING
 - PROPOSED LADDER AND TRAMLINE PAVING
 - PROPOSED TRAFFIC SIGNALS

- DRAINAGE**
- EXISTING GULLY TO REMAIN
 - PROPOSED GULLY TO BE INSTALLED
 - PROPOSED GULLY REPLACED WITH CYCLE COVER
 - EXISTING SURFACE WATER MANHOLE
 - EXISTING COMBINED SEWER MANHOLE
 - PROPOSED SURFACE WATER MANHOLE
 - PROPOSED ATTENUATION BASIN
 - PROPOSED VENT
 - PROPOSED SURFACE WATER SEWER
- SIGNAGE**
- EXISTING SIGN TO REMAIN
 - EXISTING RELOCATED SIGN
 - PROPOSED SIGN
 - PROPOSED ILLUMINATED BOLLARD
 - PROPOSED BELISHA BEACON
 - PROPOSED MORPETH BOLLARD WITH SIGN
 - PROPOSED MORPETH BOLLARD
- STREET LIGHTING**
- EXISTING LIGHTING COLUMN TO REMAIN
 - PROPOSED LIGHTING COLUMN LOCATION

- STREET FURNITURE TO REMAIN**
- EXISTING BUS FLAG
 - EXISTING BOLLARD
 - EXISTING TELECOM POLE
 - EXISTING CABINET
 - EXISTING ILLUMINATED BOLLARD
 - EXISTING TICKET MACHINE
 - EXISTING BIN
 - EXISTING ROAD NAME SIGN
 - EXISTING POST
- RELOCATED STREET FURNITURE**
- RELOCATED BUS FLAG
 - RELOCATED ILLUMINATED BOLLARD
 - RELOCATED BIN
 - RELOCATED BUS SHELTER



P02	FOR DETAILED DESIGN	16.06.23	RG	JS	DH
P01	FIRST ISSUE	02.12.22	RG	RT	DH
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DETAILED DESIGN

**PORTSMOUTH TCF SCHEMES
 LAKE ROAD WEST CORRIDOR
 GENERAL ARRANGEMENT
 SHEET 1 OF 2**

Client
GRIFFITHS
 civil engineering and construction

Designed SB Drawn RG
 Checked RT Approved DH

Date of 1st Issue 02.12.2022

Scale 1:250

Drawing Number 49903/2005/0100 Revision P02

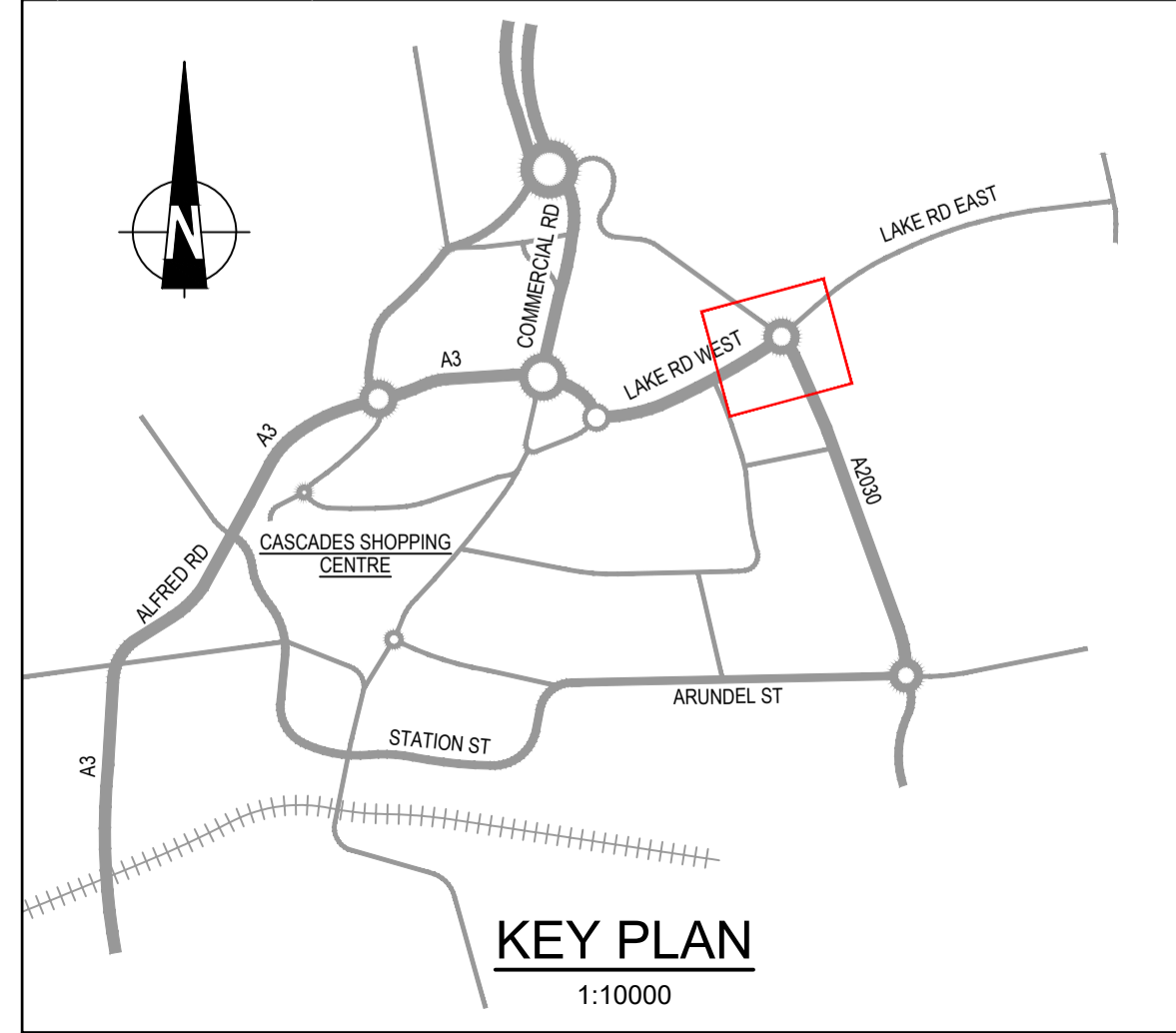
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 READING
 Tel: 01189 500 761

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- KEY:**
- GENERAL**
- SITE BOUNDARY
 - CHAINAGE LINES
 - PROPOSED KERB
 - PROPOSED ROAD MARKINGS
 - PROPOSED BUS LANE
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - EXISTING CARRIAGEWAY TO BE RESURFACED
 - EXISTING CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED ISLAND
 - PROPOSED FOOTWAY CYCLE LANE
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 - PROPOSED TRAFFIC SIGNALS
 - PROPOSED FENCING
 - RELOCATED METAL GATE AND FENCING
- DRAINAGE**
- EXISTING GULLY TO REMAIN
 - PROPOSED GULLY TO BE INSTALLED
 - PROPOSED GULLY REPLACED WITH CYCLE COVER
 - EXISTING SURFACE WATER MANHOLE
 - EXISTING COMBINED SEWER MANHOLE
 - PROPOSED SURFACE WATER MANHOLE
 - PROPOSED ATTENUATION BASIN
 - VENT PROPOSED VENT
 - PROPOSED SURFACE WATER SEWER
- SIGNAGE**
- EXISTING SIGN TO REMAIN
 - EXISTING RELOCATED SIGN
 - PROPOSED SIGN
 - IB PROPOSED ILLUMINATED BOLLARD
 - BB PROPOSED BELISHA BEACON
 - MB PROPOSED MORPETH BOLLARD WITH SIGN
 - B PROPOSED MORPETH BOLLARD
- STREET LIGHTING**
- EXISTING LIGHTING COLUMN TO REMAIN
 - PROPOSED LIGHTING COLUMN LOCATION
- STREET FURNITURE TO REMAIN**
- F EXISTING BUS FLAG
 - B EXISTING BOLLARD
 - T EXISTING TELECOM POLE
 - KS EXISTING CABINET

- IB EXISTING ILLUMINATED BOLLARD
 - TM EXISTING TICKET MACHINE
 - BIN EXISTING BIN
 - RN EXISTING ROAD NAME SIGN
 - PO EXISTING POST
- RELOCATED STREET FURNITURE**
- F RELOCATED BUS FLAG
 - IB RELOCATED ILLUMINATED BOLLARD
 - BIN RELOCATED BIN
 - RELOCATED BUS SHELTER



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P02	FOR DETAILED DESIGN	16.06.23	RG	JS	DH
P01	FIRST ISSUE	02.12.22	RG	RT	DH
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DETAILED DESIGN

**PORTSMOUTH TCF SCHEMES
 LAKE ROAD EAST CORRIDOR
 GENERAL ARRANGEMENT
 SHEET 2 OF 2**

Client

GRIFFITHS
civil engineering and construction

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Date of 1st Issue: 02.12.2022 | Designed: SB | Drawn: RG
 A1 Scale: 1:250 | Checked: RT | Approved: DH

Drawing Number: 49903/2005/0101 | Revision: P02

READING
Tel: 01189 500 761

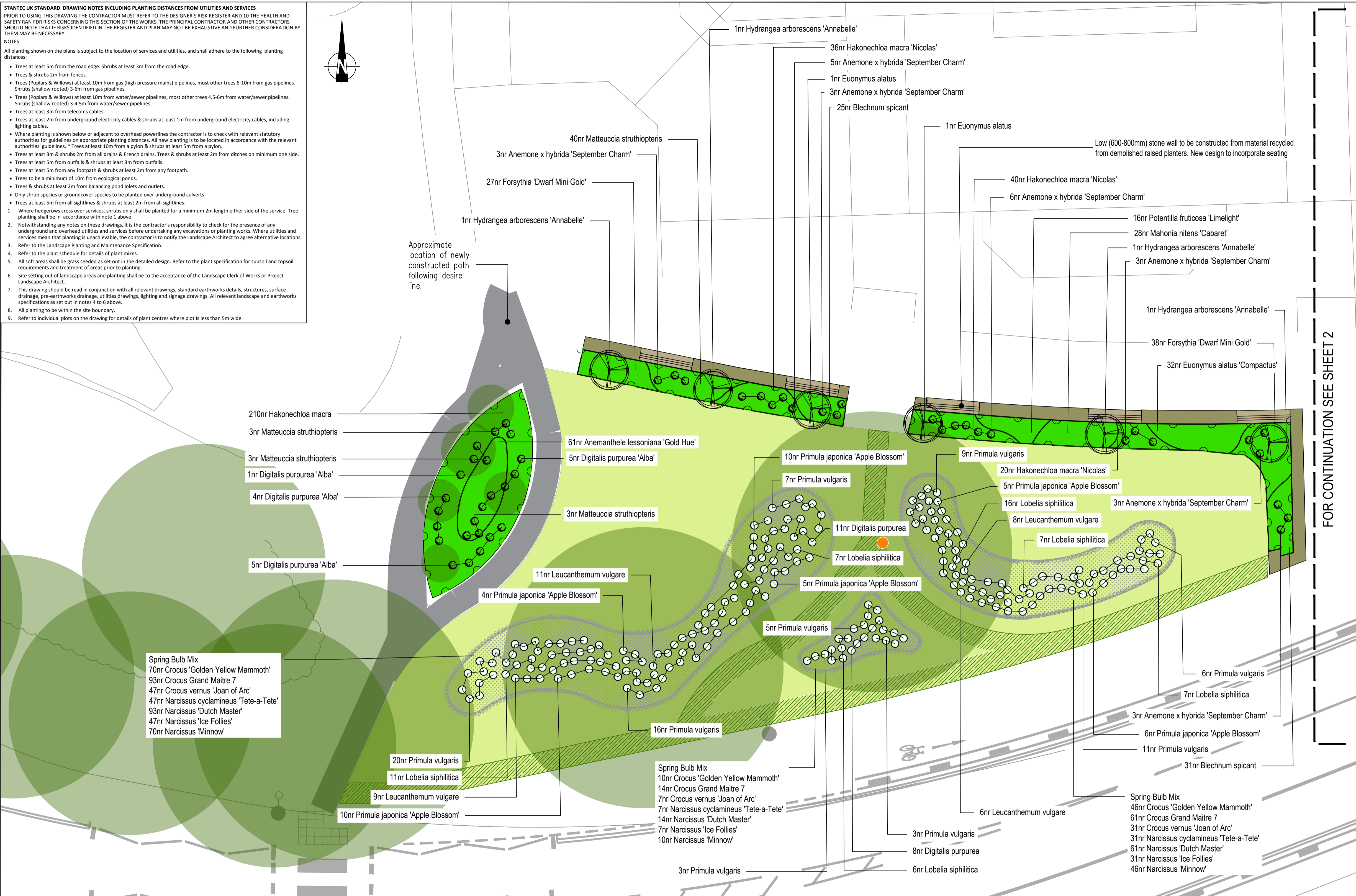
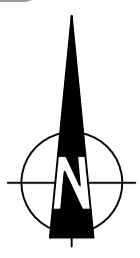
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STANTEC UK STANDARD DRAWING NOTES INCLUDING PLANTING DISTANCES FROM UTILITIES AND SERVICES
 PRIOR TO USING THIS DRAWING THE CONTRACTOR MUST REFER TO THE DESIGNER'S RISK REGISTER AND ID THE HEALTH AND SAFETY RAN FOR RISKS CONCERNING THIS SECTION OF THE WORKS. THE PRINCIPAL CONTRACTOR AND OTHER CONTRACTORS SHOULD NOTE THAT IF RISKS IDENTIFIED IN THE REGISTER AND PLAN MAY NOT BE EXHAUSTIVE AND FURTHER CONSIDERATION BY THEM MAY BE NECESSARY.

NOTES:
 All planting shown on the plans is subject to the location of services and utilities, and shall adhere to the following planting distances:

- Trees at least 5m from the road edge. Shrubs at least 3m from the road edge.
- Trees & shrubs 2m from fences.
- Trees (Poplars & Willows) at least 10m from gas (high pressure mains) pipelines, most other trees 6-10m from gas pipelines. Shrubs (shallow rooted) 3-6m from gas pipelines.
- Trees (Poplars & Willows) at least 10m from water/sewer pipelines, most other trees 4.5-6m from water/sewer pipelines. Shrubs (shallow rooted) 3-4.5m from water/sewer pipelines.
- Trees at least 3m from telecoms cables.
- Trees at least 2m from underground electricity cables & shrubs at least 1m from underground electricity cables, including lighting cables.
- Where planting is shown below or adjacent to overhead powerlines the contractor is to check with relevant statutory authorities for guidelines on appropriate planting distances. All new planting is to be located in accordance with the relevant authorities' guidelines. * Trees at least 10m from a pylon & shrubs at least 5m from a pylon.
- Trees at least 3m & shrubs 2m from all drains & French drains. Trees & shrubs at least 2m from ditches on minimum one side.
- Trees at least 5m from outfalls & shrubs at least 3m from outfalls.
- Trees at least 5m from any footpath & shrubs at least 2m from any footpath.
- Trees to be a minimum of 30m from ecological ponds.
- Trees & shrubs at least 2m from balancing pond inlets and outlets.
- Only shrub species or groundcover species to be planted over underground culverts.
- Trees at least 5m from all sightlines & shrubs at least 2m from all sightlines.

- Where hedgerows cross over services, shrubs only shall be planted for a minimum 2m length either side of the service. Tree planting shall be in accordance with note 3 above.
- Notwithstanding any notes on these drawings, it is the contractor's responsibility to check for the presence of any underground and overhead utilities and services before undertaking any excavations or planting works. Where utilities and services mean that planting is unachievable, the contractor is to notify the Landscape Architect to agree alternative locations.
- Refer to the Landscape Planting and Maintenance Specification.
- Refer to the plant schedule for details of plant mixes.
- All soft areas shall be grass seeded as set out in the detailed design. Refer to the plant specification for subsoil and topsoil requirements and treatment of areas prior to planting.
- Site setting out of landscape areas and planting shall be to the acceptance of the Landscape Clerk of Works or Project Landscape Architect.
- This drawing should be read in conjunction with all relevant drawings, standard earthworks details, structures, surface drainage, pre-earthworks drainage, utilities drawings, lighting and signage drawings. All relevant landscape and earthworks specifications as set out in notes 4 to 6 above.
- All planting to be within the site boundary.
- Refer to individual plots on the drawing for details of plant centres where plot is less than 5m wide.



- LEGEND**
- EXISTING**
- Tree (retained)
 - Tree Root Protection Zones
- PROPOSED**
- Individual Tree (Extra Heavy Standard)
 - Specimen Shrub/Multi-stem tree
 - Native Species Rich Hedgerow (planted in double staggered rows 400mm apart @ 400mm centres) with scattered hedgerow trees
 - Ornamental Planting - Consisting of Shrub, Ornamental Grass and Herbaceous Species
 - Flowering Herbaceous Perennial
 - Naturalised Plug Planting
 - Species Rich Amenity Grass Mix 4g/m² (Emorsgate Flowering LM Lawn Mixture - EL1 or similar and approved.)
 - Mown Grass Pathways
 - Bulb Planting
 - Swale Seed Mix 4g/m² (Emorsgate Meadow Mixture for Wetland Mix EM8 or similar approved)
 - Ornamental Swale Planting
 - Bench Seating - Artform Urban Furniture, or similar approved. To install in accordance with manufacturers details
 - Artform Urban Furniture, or similar approved. To install in accordance with manufacturers details
 - Sculpture
 - Litter Bin - Artform Urban Furniture Spencer Litter Bin, or similar approved. To install in accordance with manufacturers details
 - Root Barrier - Impermeable root barrier, Green Blue urban ReRoot600 or similar approved
 - Railing

Page 73

Spring Bulb Mix
 70nr Crocus 'Golden Yellow Mammoth'
 93nr Crocus Grand Maitre 7
 47nr Crocus vernus 'Joan of Arc'
 47nr Narcissus cyclamineus 'Tete-a-Tete'
 93nr Narcissus 'Dutch Master'
 47nr Narcissus 'Ice Follies'
 70nr Narcissus 'Minnow'

Sheet 1 Planting Schedule

Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity
Herbaceous							
Anemanthe lessoniana 'Gold Hue'	2L		C	C	8.00		61
Anemone x hybrida 'September Charm'	3L		C	C			26
Blechnum spicant	2L		C	C	8.00		56
Digitalis purpurea 'Alba'	3L		C	C			15
Hakonechloa macra	2L		C	C	8.00		210
Hakonechloa macra 'Nicolas'	2L		C	C	8.00		96
Matteuccia struthiopteris	2L		C	C			9
Matteuccia struthiopteris	2L		C	C	8.00		40
Plug							
Digitalis purpurea	9cm		C	C			19
Leucanthemum vulgare	9cm		C	C			34
Lobelia siphilitica	9cm		C	C			54
Primula japonica 'Apple Blossom'	9cm		C	C			40
Primula vulgaris	9cm		C	C			80

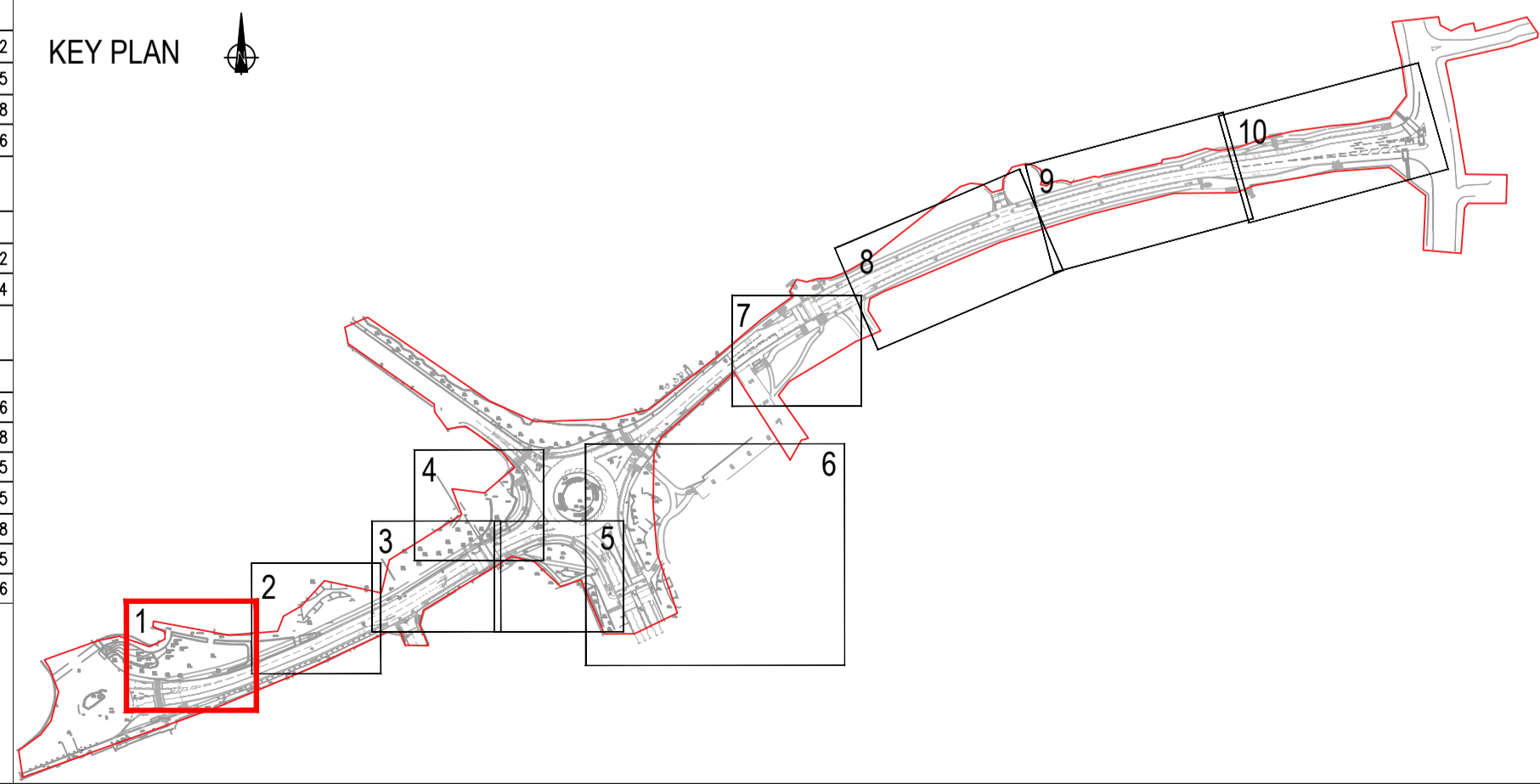
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity
Shrub							
Euonymus alatus 'Compactus'	30-40cm		3-5L	C	6.00		32
Forsythia 'Dwarf Mini Gold'	40-50cm		3-5L	C	6.00		65
Mahonia nitens 'Cabaret'	30-40cm		3-5L	C	6.00		28
Potentilla fruticosa 'Limelight'	50-60cm		3-5L	C	6.00		16
Specimen Shrub							
Euonymus alatus	80-100cm		12-15L	C			2
Hydrangea arborescens 'Annabelle'	80-100cm		12-15L	C			4
Spring Bulb Mix							
Crocus 'Golden Yellow Mammoth'					15.00 %		126
Crocus Grand Maitre 7					20.00 %		168
Crocus vernus 'Joan of Arc'					10.00 %		85
Narcissus cyclamineus 'Tete-a-Tete'					10.00 %		85
Narcissus 'Dutch Master'					20.00 %		168
Narcissus 'Ice Follies'					10.00 %		85
Narcissus 'Minnow'					15.00 %		126

Root Condition Abbreviations:
 RB - Root Ball, C - Container Grown, BR - Bare Rooted, B - Bagged

Bulb Planting: Bulbs to be scattered by hand in designated planting areas and planted where they fall for naturalistic species groupings.

Seeding Measures: Species Rich Amenity Grass Mix (Emorsgate EL1) 8586m² (34,344g seeding)
 Meadow Mixture for Wetland (Emorsgate EM8) 250m² (1,000g seeding)
 Areas stated above are site wide.

KEY PLAN



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status **FOR COMMENT**

LAKE ROAD PORTSMOUTH
 Landscape Detailed Design
 Sheet 1 of 10

Client
Alun Griffiths
GRIFFITHS
 civil engineering and construction

Date of 1st Issue: 13.10.22
 Designed: KH/KM
 Drawn: KM

A1 Scale 1:100
 Checked: KH
 Approved: AC

Drawing Number: **49903_3000_101**
 Revision: -

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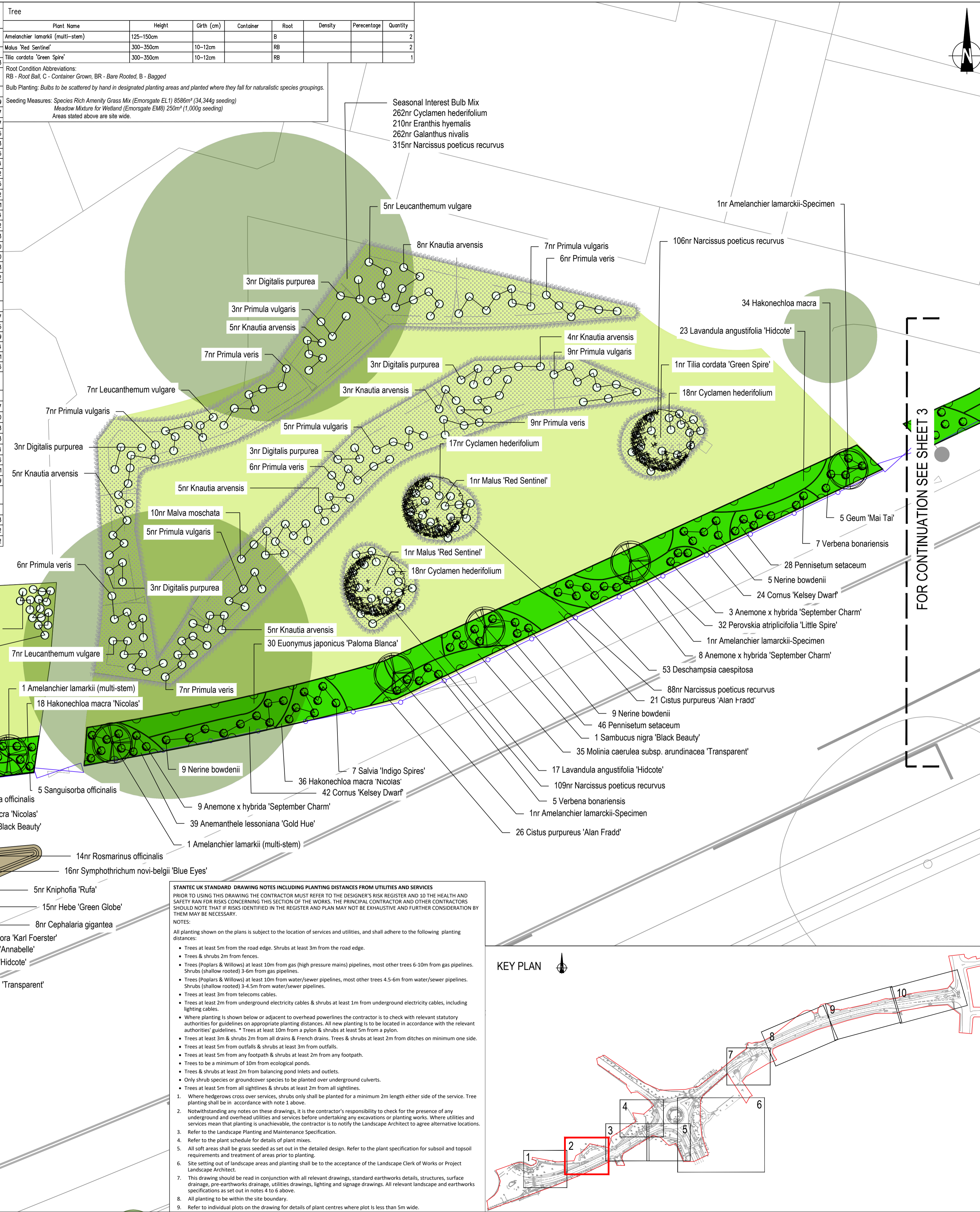
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Sheet 2 Planting Schedule

Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity
Bulb							
Amelanchier lamarckii (multi-stem)	125-150cm			B			2
Malus 'Red Sentinel'	300-350cm	10-12cm		RB			2
Tilia cordata 'Green Spire'	300-350cm	10-12cm		RB			1
Herbaceous							
Anemone x hybrida 'September Charm'					8.00		39
Calamagrostis x acutiflora 'Karl Foerster'					8.00		27
Cephalaria gigantea					8.00		47
Deschampsia caespitosa					8.00		15
Geum 'Mai Tai'					8.00		53
Hakonechloa macroa					8.00		5
Hakonechloa macroa 'Nicolas'					8.00		34
Kniphofia 'Rufa'					8.00		72
Molinia caerulea subsp. arundinacea 'Transparent'					8.00		5
Nerine bowdenii					8.00		72
Pennisetum setaceum					8.00		31
Perovskia atriplicifolia 'Little Spire'					8.00		74
Salvia 'Indigo Spires'					8.00		32
Sanguisorba officinalis					8.00		13
Stipa arundinacea					8.00		20
Symphothrichum novi-belgii 'Blue Eyes'					8.00		20
Verbena bonariensis					8.00		28
Plug							
Digitalis purpurea	9cm						27
Knautia arvensis	9cm						35
Leucanthemum vulgare	9cm						19
Malva moschata	9cm						14
Primula veris	9cm						41
Primula vulgaris	9cm						36
Shrub							
Cistus purpureus 'Alan Fradd'	30-40cm	3-5L			6.00		47
Cornus 'Kelsey Dwarf'	40-50cm	3-5L			6.00		90
Cytisus 'Lena'	50-60cm	3-5L			6.00		38
Euonymus japonicus 'Paloma Blanca'	40-50cm	3-5L			6.00		53
Forsythia 'Dwarf Mini Gold'	40-50cm	3-5L			6.00		14
Hebe 'Green Globe'	40-50cm	3-5L			6.00		36
Lavandula angustifolia 'Hidcote'	25-40cm	3-5L			6.00		71
Rosmarinus officinalis	40-50cm	3-5L			6.00		29
Specimen Shrub							
Amelanchier lamarckii-Specimen	120-150cm	12-15L					3
Hydrangea arborescens 'Annabelle'	80-100cm	12-15L					2
Sambucus nigra 'Black Beauty'	100-125cm	12-15L					2



LEGEND

EXISTING

- Tree (retained)
- Tree Root Protection Zones

PROPOSED

- Individual Tree (Extra Heavy Standard)
- Specimen Shrub/Multi-stem tree
- Native Species Rich Hedgerow (planted in double staggered rows 400mm apart @ 400mm centres) with scattered hedgerow trees
- Ornamental Planting - Consisting of Shrub, Ornamental Grass and Herbaceous Species
- Flowering Herbaceous Perennial Planting numbers and location as shown on drawing
- Naturalised Plug Planting Planting numbers and location as shown on drawing
- Species Rich Amenity Grass Mix 4g/m² (Emorsgate Flowering LM Lawn Mixture- EL1 or similar and approved.)
- Mown Grass Pathways
- Bulb Planting
- Swale Seed Mix 4g/m² (Emorsgate Meadow Mixture for Wetland Mix EM8 or similar approved)
- Ornamental Swale Planting
- Bench Seating - Artform Urban Furniture, or similar approved. To install in accordance with manufacturers details
- Artform Urban Furniture, or similar approved. To install in accordance with manufacturers details
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- Railing

Page 75

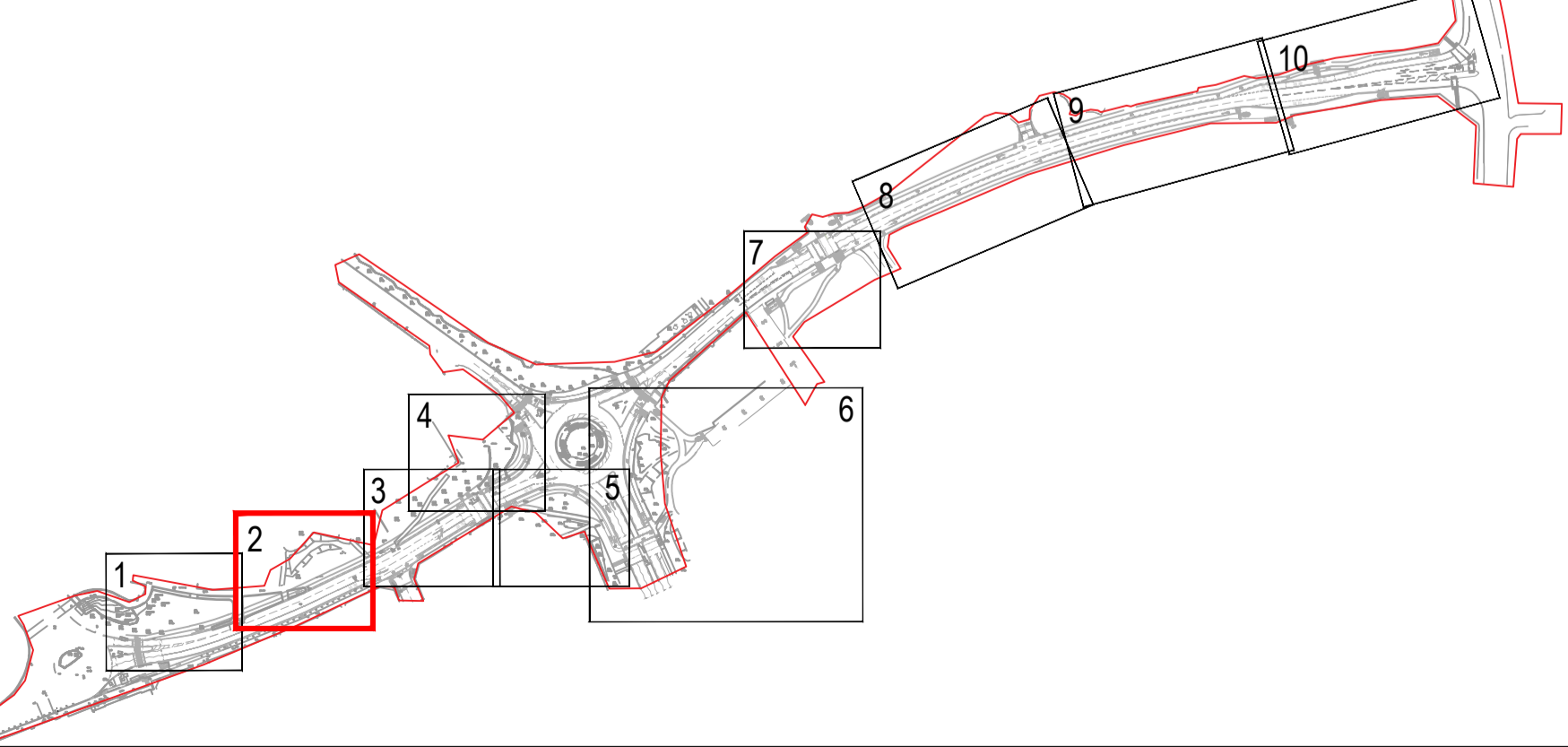
FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE SHEET 3

STANTEC UK STANDARD DRAWING NOTES INCLUDING PLANTING DISTANCES FROM UTILITIES AND SERVICES
 PRIOR TO USING THIS DRAWING THE CONTRACTOR MUST REFER TO THE DESIGNER'S RISK REGISTER AND TO THE HEALTH AND SAFETY RISK FOR RISKS CONCERNING THIS SECTION OF THE WORKS. THE PRINCIPAL CONTRACTOR AND OTHER CONTRACTORS SHOULD NOTE THAT IF RISKS IDENTIFIED IN THE REGISTER AND PLAN MAY NOT BE EXHAUSTIVE AND FURTHER CONSIDERATION BY THEM MAY BE NECESSARY.

- NOTES:**
- All planting shown on the plans is subject to the location of services and utilities, and shall adhere to the following planting distances:
 - Trees at least 5m from the road edge. Shrubs at least 3m from the road edge.
 - Trees & shrubs 2m from fences.
 - Trees (Poplars & Willows) at least 10m from gas (high pressure mains) pipelines, most other trees 6-10m from gas pipelines. Shrubs (shallow rooted) 3-6m from gas pipelines.
 - Trees (Poplars & Willows) at least 10m from water/sewer pipelines, most other trees 4.5-6m from water/sewer pipelines. Shrubs (shallow rooted) 3-4.5m from water/sewer pipelines.
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 - Trees at least 3m & shrubs 2m from all drains & French drains. Trees & shrubs at least 2m from ditches on minimum one side.
 - Trees at least 5m from outfalls & shrubs at least 3m from outfalls.
 - Trees at least 5m from any footpath & shrubs at least 2m from any footpath.
 - Trees to be a minimum of 10m from ecological ponds.
 - Trees & shrubs at least 2m from balancing pond inlets and outlets.
 - Only shrub species or groundcover species to be planted over underground culverts.
 - Trees at least 5m from all sightlines & shrubs at least 2m from all sightlines.
- Where hedgerows cross over services, shrubs only shall be planted for a minimum 2m length either side of the service. Tree planting shall be in accordance with note 1 above.
 - Notwithstanding any notes on these drawings, it is the contractor's responsibility to check for the presence of any underground and overhead utilities and services before undertaking any excavations or planting works. Where utilities and services mean that planting is unachievable, the contractor is to notify the Landscape Architect to agree alternative locations.
 - Refer to the Landscape Planting and Maintenance Specification.
 - Refer to the plant schedule for details of plant mixes.
 - All soft areas shall be grass seeded as set out in the detailed design. Refer to the plant specification for subsoil and topsoil requirements and treatment of areas prior to planting.
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 - This drawing should be read in conjunction with all relevant drawings, standard earthworks details, structures, surface drainage, pre-earthworks drainage, utilities drawings, lighting and signage drawings. All relevant landscape and earthworks specifications as set out in notes 4 to 6 above.
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 - Refer to individual plots on the drawing for details of plant centres where plot is less than 5m wide.

KEY PLAN



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR COMMENT

LAKE ROAD PORTSMOUTH Landscape Detailed Design Sheet 2 of 10

Client
Alun Griffiths
Griffiths
 civil engineering and construction

Stantec
 stantec.com/uk

Date of 1st Issue 13.10.22	Designed KH/KM	Drawn KM
A1 Scale 1:100	Checked KH	Approved AC
Drawing Number 49903_3000_102	Revision -	

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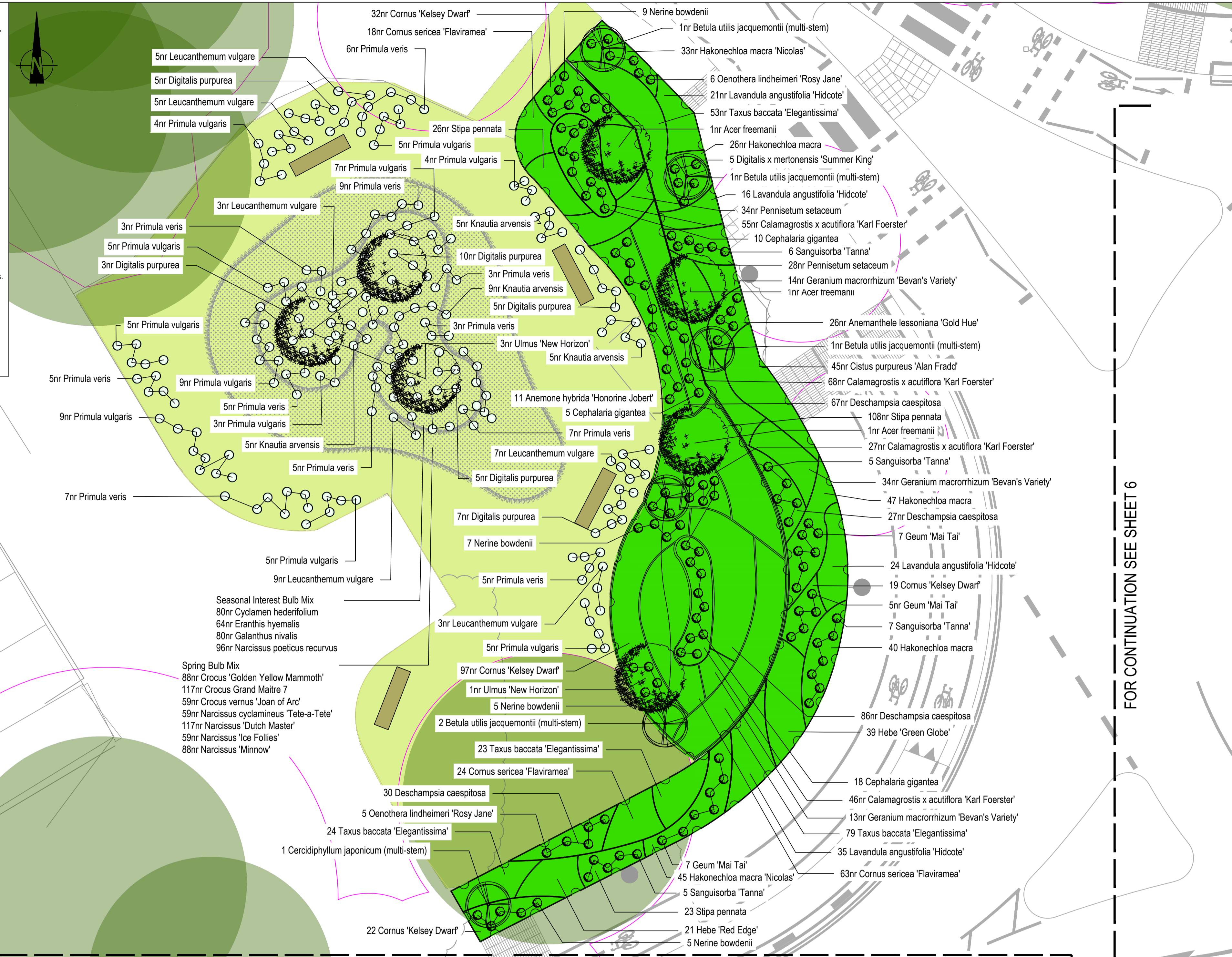
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LEGEND

EXISTING

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- Tree Root Protection Zones

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- Bulb Planting
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- Artform Urban Furniture, or similar approved.* To install in accordance with manufacturers details
- Sculpture
- Litter Bin - *Artform Urban Furniture Spencer Litter Bin, or similar approved.* To install in accordance with manufacturers details
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- Railing

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FOR CONTINUATION SEE SHEET 6

FOR CONTINUATION SEE SHEET 3

FOR CONTINUATION SEE SHEET 5

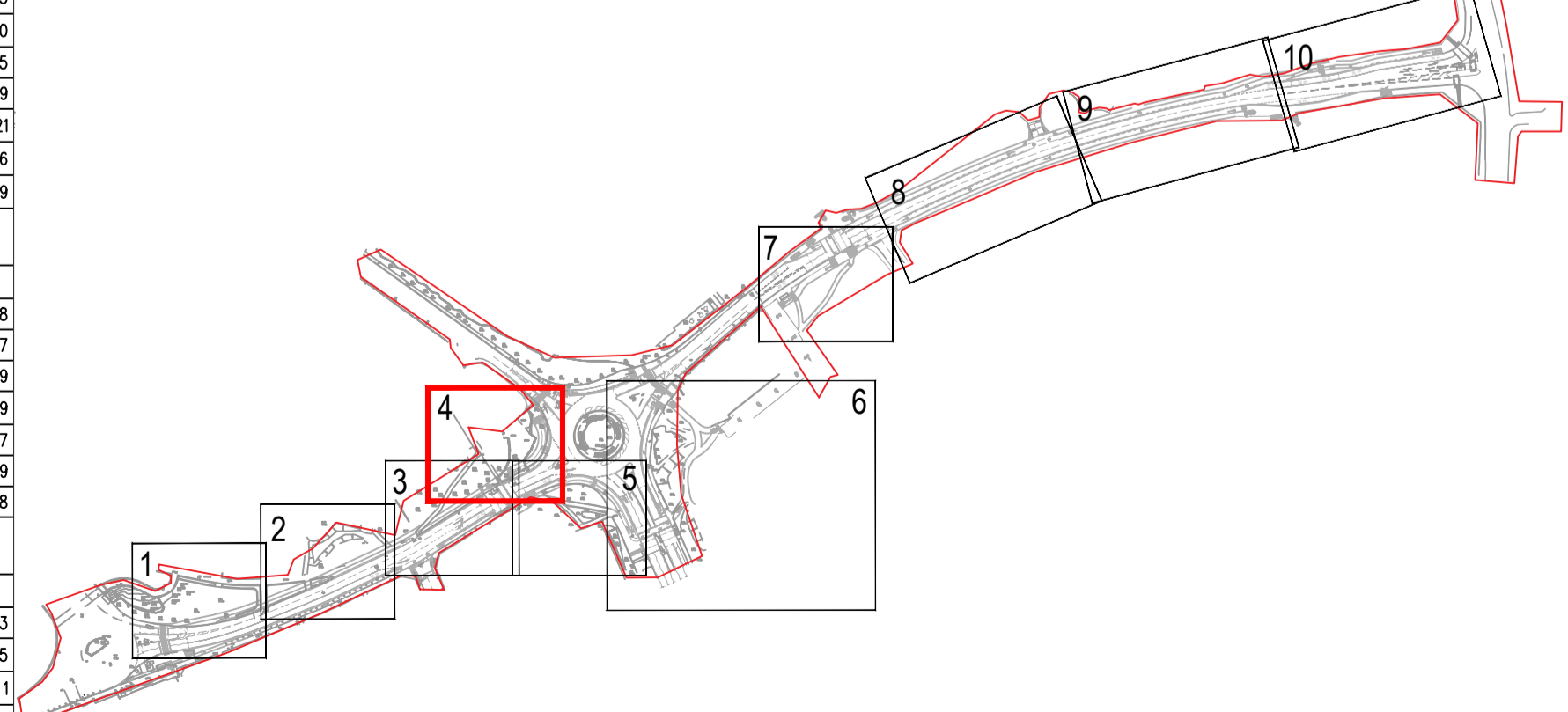
Sheet 4 Planting Schedule

Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity
Herbaceous							
<i>Anemone hybrida 'Honore Jobert'</i>	3L	C	C	8.00			26
<i>Calamagrostis x acutiflora 'Karl Foerster'</i>	2L	C	C	8.00			196
<i>Cephalaria gigantea</i>	3L	C	C				33
<i>Deschampsia caespitosa</i>	2L	C	C	8.00			210
<i>Digitalis x mertonensis 'Summer King'</i>	3L	C	C				5
<i>Geranium macrorrhizum 'Bevan's Variety'</i>	2L	C	C	8.00			61
<i>Geum 'Mai Tai'</i>	3L	C	C				19
<i>Hakonechloa macra</i>	2L	C	C	8.00			113
<i>Hakonechloa macra 'Nicolas'</i>	2L	C	C	8.00			78
<i>Nerine bowdenii</i>	3L	C	C				26
<i>Oenothera lindheimeri 'Rosy Jane'</i>	3L	C	C				11
<i>Pennisetum setaceum</i>	2L	C	C	8.00			62
<i>Sanguisorba 'Tanna'</i>	3L	C	C				23
<i>Stipa pennata</i>	2L	C	C	8.00			157
Plug							
<i>Digitalis purpurea</i>		9cm	C				35
<i>Knaulia arvensis</i>		9cm	C				24
<i>Leucanthemum vulgare</i>		9cm	C				32
<i>Primula veris</i>		9cm	C				58
<i>Primula vulgaris</i>		9cm	C				61

Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity
Seasonal Interest Bulb Mix							
<i>Cyclamen hederifolium</i>		0.5L	C		25.00 %		80
<i>Eranthis hyemalis</i>		0.5L	C		20.00 %		64
<i>Galanthus nivalis</i>		0.5L	C		25.00 %		80
<i>Narcissus poeticus recurvus</i>		0.5L	C		30.00 %		96
Shrub							
<i>Cistus purpureus 'Alan Fradd'</i>	30-40cm		3-5L	C	6.00		45
<i>Cornus 'Kelsey Dwarf'</i>	40-50cm		3-5L	C	6.00		170
<i>Cornus sericea 'Flaviramea'</i>			3-5L	C	6.00		105
<i>Hebe 'Green Globe'</i>	40-50cm		3-5L	C	6.00		39
<i>Hebe 'Red Edge'</i>			3-5L	C	6.00		21
<i>Lavandula angustifolia 'Hidcote'</i>	25-40cm		3-5L	C	6.00		96
<i>Taxus baccata 'Elegantissima'</i>	60-80cm		3-5L	C	6.00		179
Spring Bulb Mix							
<i>Crocus 'Golden Yellow Mammoth'</i>					15.00 %		88
<i>Crocus Grand Maitre 7</i>					20.00 %		117
<i>Crocus vernus 'Joan of Arc'</i>					10.00 %		59
<i>Narcissus cyclamineus 'Tete-a-Tete'</i>					10.00 %		59
<i>Narcissus 'Dutch Master'</i>					20.00 %		117
<i>Narcissus 'Ice Follies'</i>					10.00 %		59
<i>Narcissus 'Minnow'</i>					15.00 %		88
Tree							
<i>Acer freemanii</i>	400-450cm	12-14cm		RB			3
<i>Betula utilis jacquemontii (multi-stem)</i>	125-150cm	20L		C			5
<i>Cercidiphyllum japonicum (multi-stem)</i>	250-300cm	20L		C			1
<i>Ulmus 'New Horizon'</i>	250-300cm	8-10cm		B			4

Root Condition Abbreviations:
 RB - Root Ball, C - Container Grown, BR - Bare Rooted, B - Bagged
 Bulb Planting: Bulbs to be scattered by hand in designated planting areas and planted where they fall for naturalistic species groupings.
 Seeding Measures: Species Rich Amenity Grass Mix (Emorsgate EL1) 8586m² (34,344g seeding)
 Meadow Mixture for Wetland (Emorsgate EM8) 250m² (1,000g seeding)
 Areas stated above are site wide.

KEY PLAN



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR COMMENT

LAKE ROAD PORTSMOUTH
Landscape Detailed Design
 Sheet 4 of 10

Client
Alun Griffiths
GRIFFITHS
 civil engineering and construction



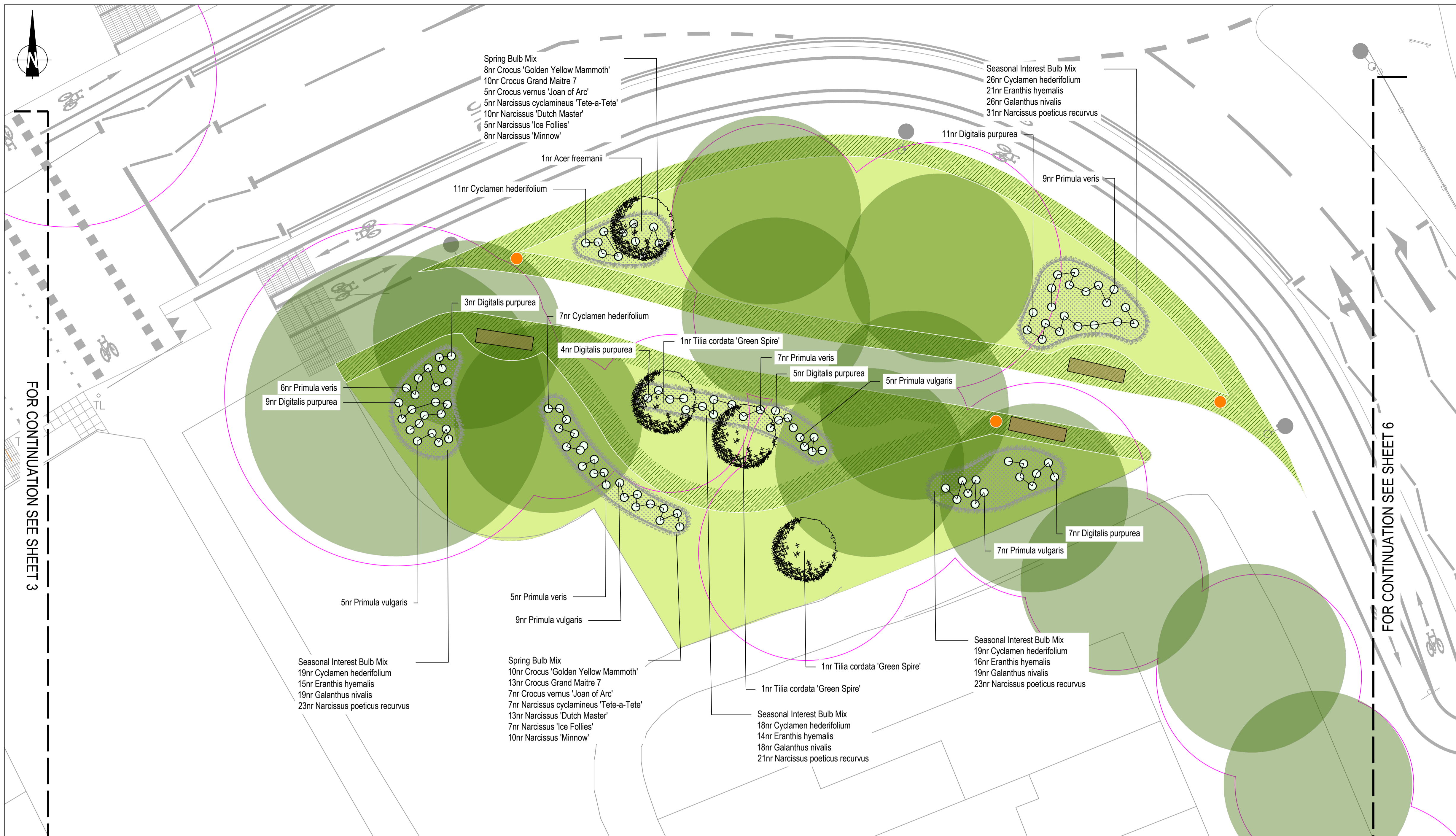
Date of 1st Issue	Designed KH/KM	Drawn KM
13.10.22		

A1 Scale 1:100	Checked KH	Approved -

Drawing Number	Revision
49903_3000_104	-

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LEGEND

EXISTING

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PROPOSED

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Sheet 5 Planting Schedule

Bulb								
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity	
Cyclamen hederifolium							18	
Plug								
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity	
Digitalis purpurea		9cm	C				39	
Primula veris		9cm	C				27	
Primula vulgaris		9cm	C				26	
Seasonal Interest Bulb Mix								
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity	
Cyclamen hederifolium		0.5L	C			25.00 %	82	
Eranthis hyemalis		0.5L	C			20.00 %	66	
Galanthus nivalis		0.5L	C			25.00 %	82	
Narcissus poeticus recurvus		0.5L	C			30.00 %	98	
Spring Bulb Mix								
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity	
Crocus 'Golden Yellow Mammoth'						15.00 %	18	
Crocus Grand Maitre 7						20.00 %	23	
Crocus vernus 'Joan of Arc'						10.00 %	12	
Narcissus cyclamineus 'Tete-a-Tete'						10.00 %	12	
Narcissus 'Dutch Master'						20.00 %	23	
Narcissus 'Ice Follies'						10.00 %	12	
Narcissus 'Minnow'						15.00 %	18	
Tree								
Plant Name	Height	Girth (cm)	Container	Root	Density	Percentage	Quantity	
Acer freemanii	400-450cm	12-14cm		RB			1	
Tilia cordata 'Green Spire'	300-350cm	10-12cm		RB			3	

STANTEC UK STANDARD DRAWING NOTES INCLUDING PLANTING DISTANCES FROM UTILITIES AND SERVICES

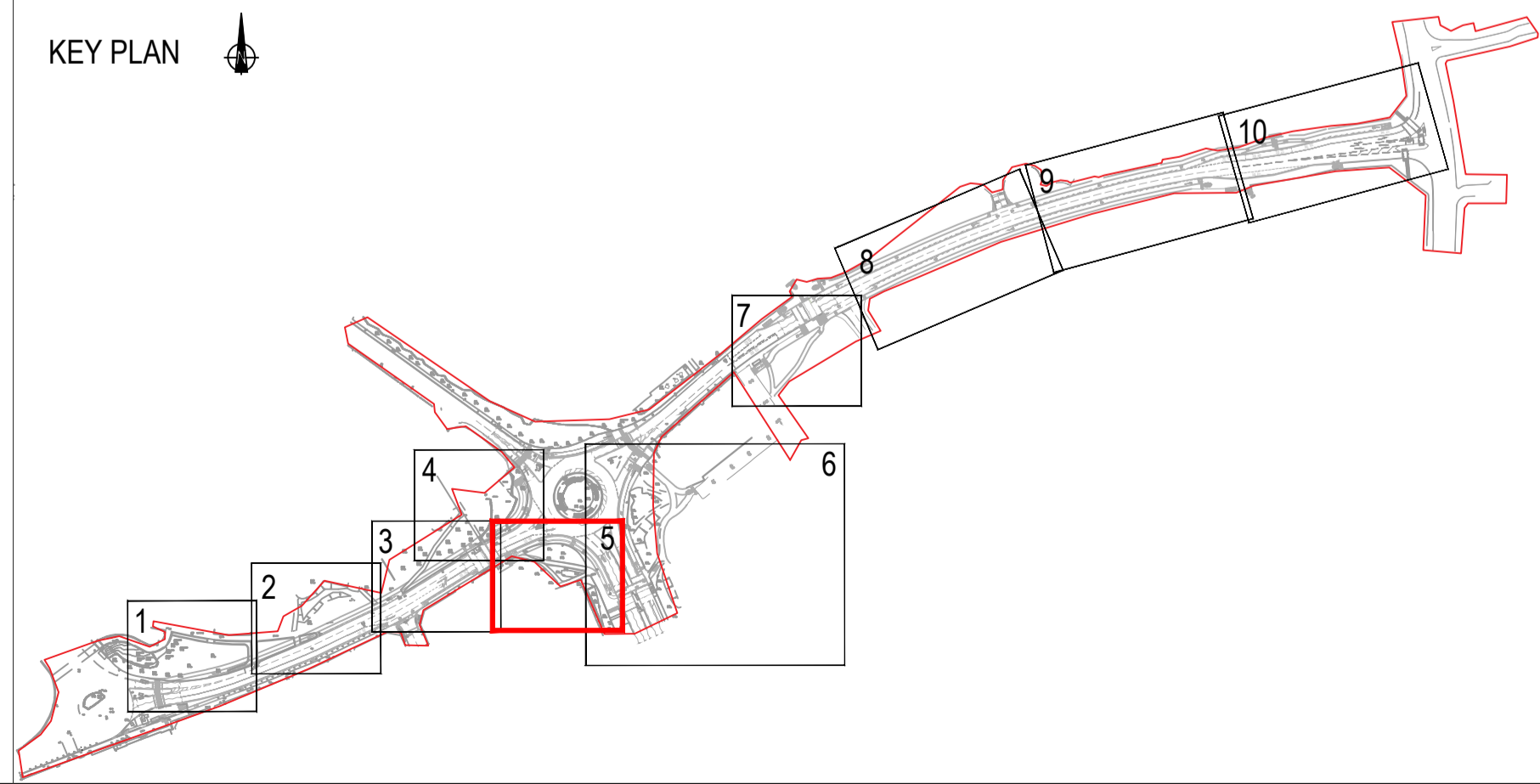
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LAKE ROAD PORTSMOUTH
Landscape Detailed Design
Sheet 5 of 10

Client
Alun Griffiths
GRIFFITHS
civil engineering and construction

Stantec
stantec.com/uk

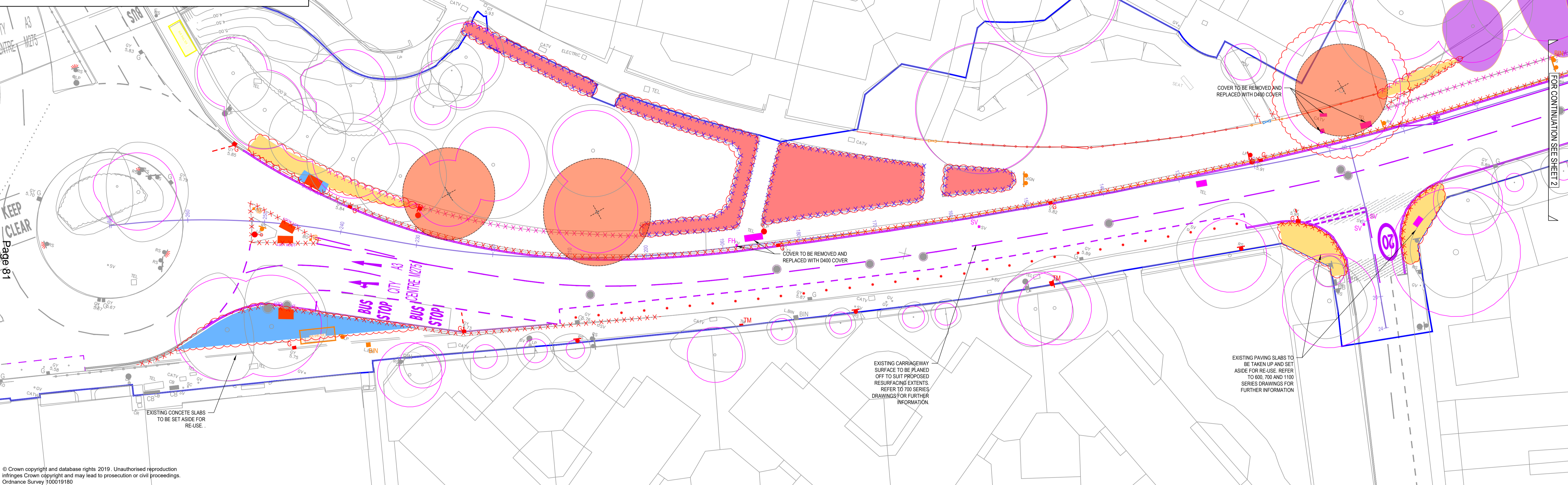
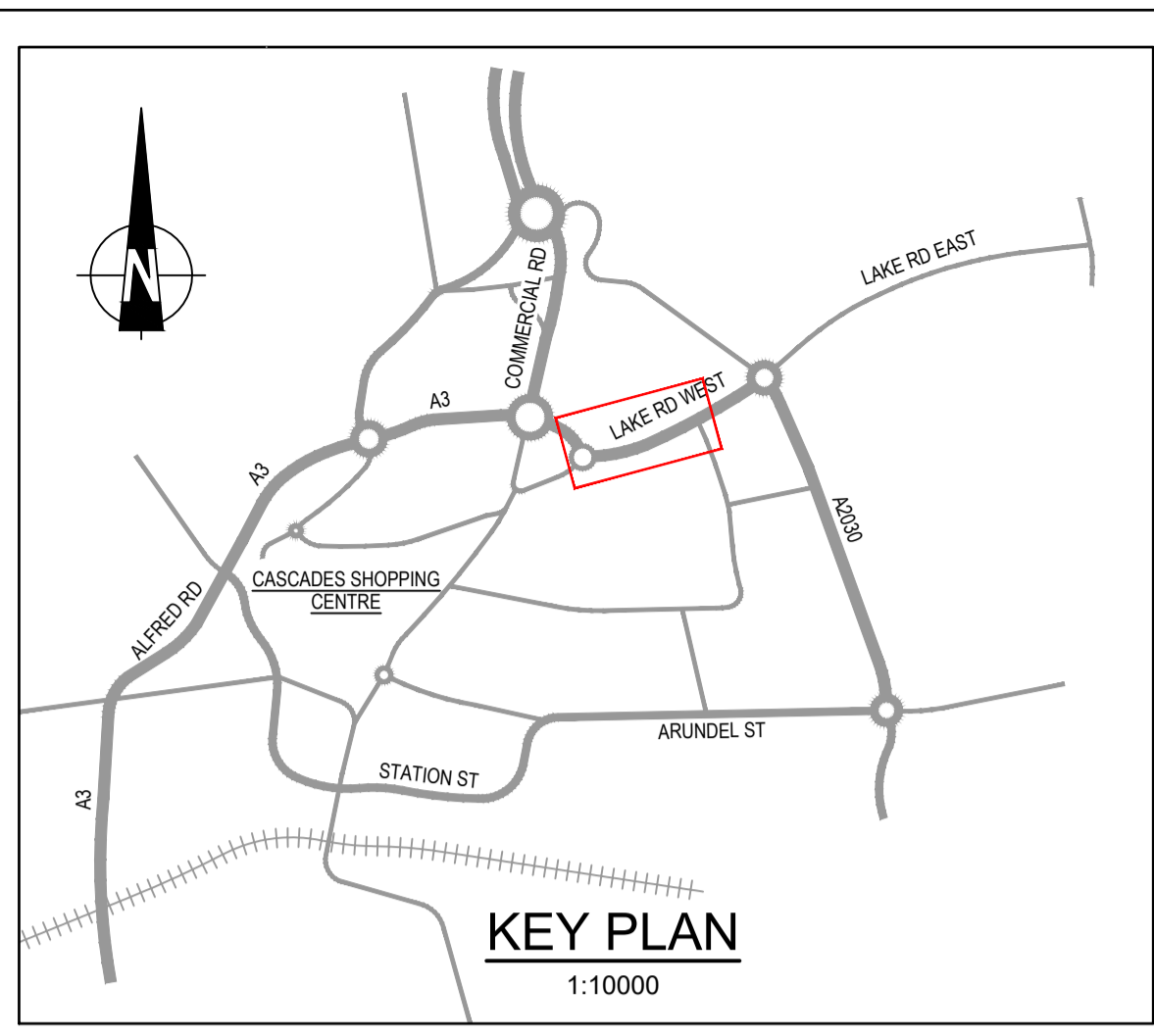
Date of 1st Issue: 13.10.22
Designed: KH/KM
Drawn: KM

A1 Scale 1:100
Checked: KH
Approved: AC

Drawing Number: 49903_3000_105
Revision: -

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Tel: 01173 327 840

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P02	FOR DETAILED DESIGN	16.06.23	RG	JS	DH
Mark	Revision	Date	Drawn	Chkd	Appd

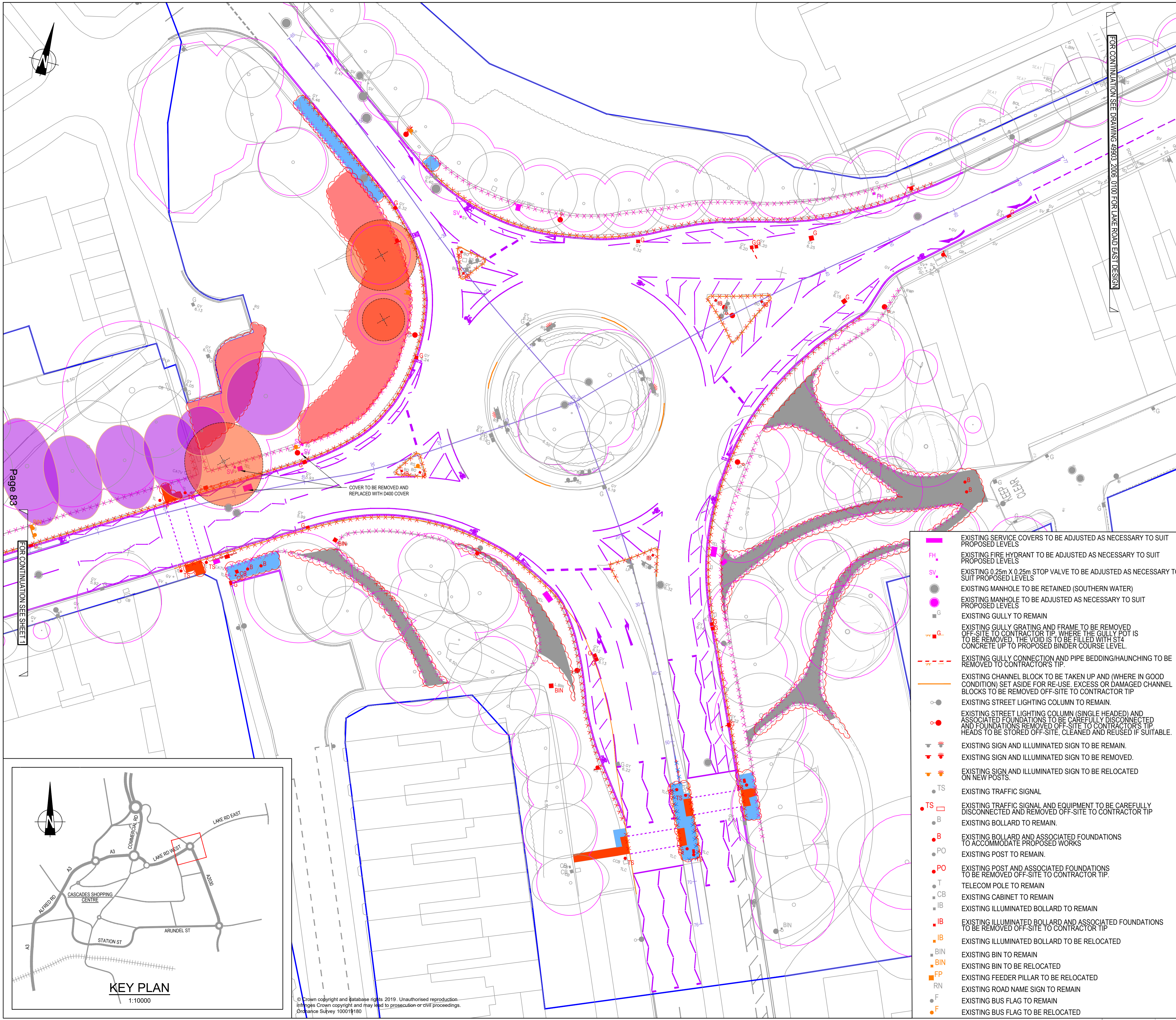
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**PORTSMOUTH TCF SCHEMES
 LAKE ROAD WEST CORRIDOR
 SITE CLEARANCE
 SHEET 1 OF 2**

Client		GRIFFITHS civil engineering and construction		Stantec	
Date of 1st Issue	02.12.2022	Designed	SB	Drawn	RG
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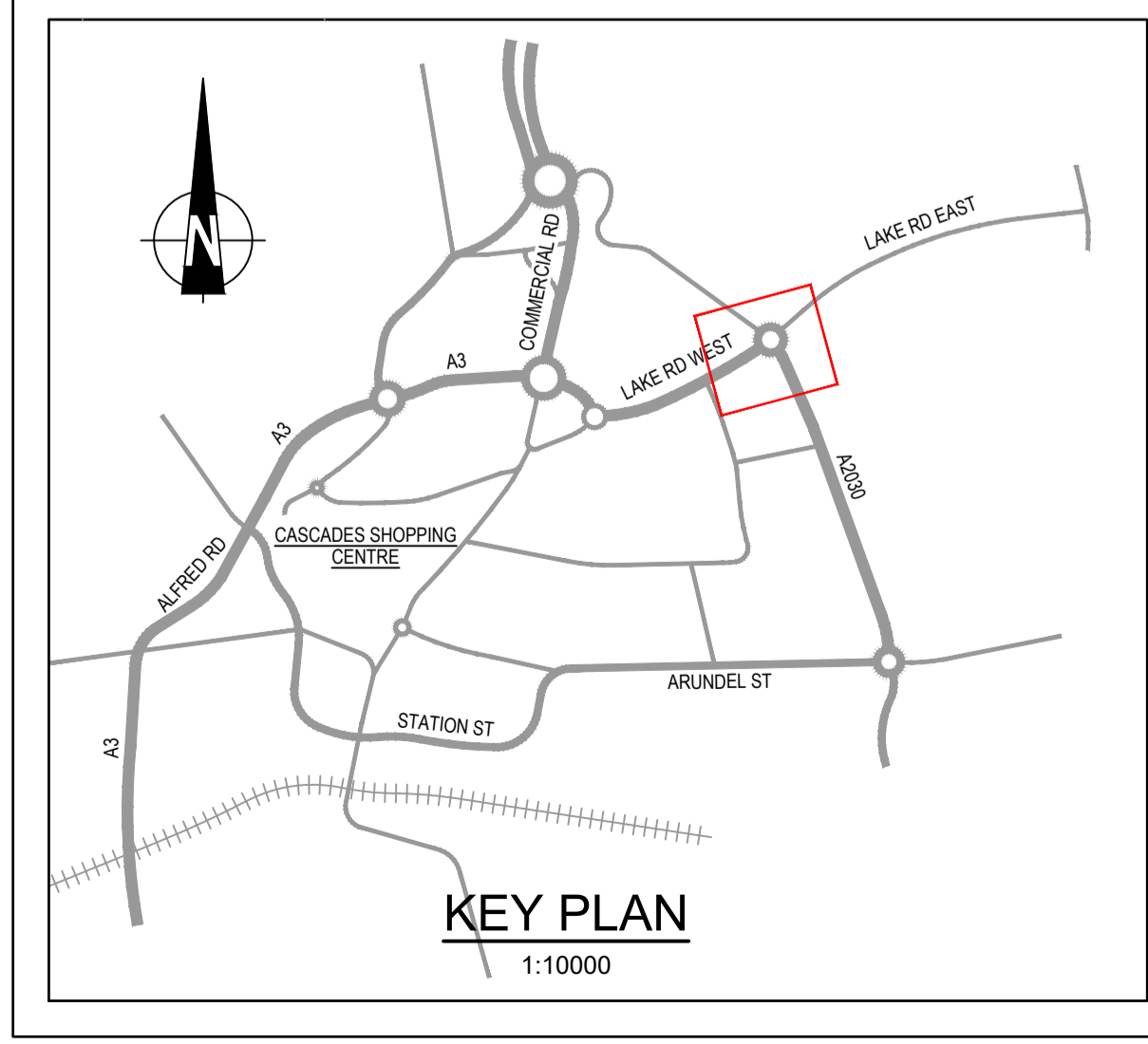
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FOR CONTINUATION SEE SHEET 1

FOR CONTINUATION SEE DRAWING 49903 2005 0100 FOR LAKE ROAD EAST DESIGN



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Mark	Revision	Date	Drawn	Chkd	Appd
P02	FOR DETAILED DESIGN	16.06.23	RG	JS	DH

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**PORTSMOUTH TCF SCHEMES
LAKE ROAD WEST CORRIDOR
SITE CLEARANCE
SHEET 2 OF 2**

Client
GRIFFITHS
civil engineering and construction

Stantec
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Date of 1st Issue 02.12.2022	Designed SB	Drawn RG
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Agenda Item 4



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Title of meeting:	Cabinet Member for Transport Decision Meeting
Subject:	Council responses to South Western Railway Ticket Office Proposals and Southern Railway Coastway West Timetable Proposals
Date of meeting:	18 th August 2023
Report by:	Kerri Farnsworth, Interim Director of Regeneration
Report Author:	Simon Bell, Principal Public Transport Officer
Wards affected:	All

1. Requested by

1.1 Report requested by the Cabinet Member for Transport.

2. Purpose

2.1 The purpose of this supplementary report is to provide Cabinet with details of Council's response to the recent consultations by South Western Railway on changes to ticket office closures and Southern Railway Coastway West timetable change

3. Information Requested

3.1 The consultations can be found here: [South Western Railway Station Change Proposal](#) [Southern Railway West Coastway Consultation](#)

For simplicity, both consultations and the Council's responses will be dealt with separately in this report, taking the South Western Railway first as their proposals arguably may have a greater impact on Portsmouth residents and similar proposals are being made by to all Train Operating Companies in England.

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4. Background- South Western Railway Station Change Proposal

- 4.1 Train operator South Western Railway, which manages all rail stations in Portsmouth, has launched a public consultation on proposed changes to station staffing arrangements. Under the "Station Change Proposal", ticket purchasing arrangements would be changed at all of SWR's currently staffed stations including Portsmouth Harbour, Portsmouth & Southsea, Fratton and Cosham. Similar consultations are being undertaken by all the Train Operating Companies in England.
- 4.2 Rail passenger revenue nationwide is around 30% below pre-pandemic levels and so the challenge is to address costs in order to reduce Government revenue support requirements. The consultation responses are to be made to Transport Focus [Home - Transport Focus], the independent watchdog for transport users, which will submit them to the Department for Transport. The consultation originally closed on 26 July but has been extended to 1 September 2023. By the original closure date 170,000 responses had been received by Transport Focus. A ministerial decision on whether to proceed with the proposals is expected in 2024.
- 4.3 This paper describes the issues concerning the proposals and their implications for rail passengers travelling from Portsmouth stations.

5. Current ticket purchase arrangements at Portsmouth rail stations

- 5.1 Staffed ticket offices offering a full range of rail tickets, railcards and smartcards are currently provided at the following stations in Portsmouth:

Station	Ticket office opening hours			Passengers 2019-20
	Mon-Fri	Sat	Sun	
Portsmouth Harbour	05:40-20:30	05:40-20:30	06:40-20:40	2,156,925
Portsmouth & Southsea	05:50-19:00	06:30-19:00	08:00-19:00	2,016,016
Fratton	05:55-19:40	05:55-19:40	09:10-18:40	1,884,369
Cosham	06:10-19:45	07:00-17:00	09:10-16:00	938,210

- 5.2 Only Hilsea station is unstaffed with ticket vending machines (TVMs) provided and had 345,097 passengers in 2019-20.
- 5.3 The passenger numbers in 2019-20 are provided by the Office of Rail and Road (ORR) [[Home page | Office of Rail and Road \(orr.gov.uk\)](http://www.orr.gov.uk)] and include passengers departing, arriving and changing trains. The ORR forecasts that SWR passenger

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numbers in 2023-24 will reach 83% of 2019-20 levels, although they will not be the same for all stations.

- 5.4 Tickets for travel from the staffed stations can be purchased through multiple 'channels' including the ticket office, TVMs and online from websites and apps. The use of these varies between stations with local demographics, age and income profiles and travel patterns: regular users will have a different understanding of tickets and fares than occasional travellers. Nationally only 12% of ticket sales are through ticket offices but this average masks variations between stations.
- 5.5 Unfortunately, SWR is unable to provide information on the 'channels' through which tickets are bought for travel from the Portsmouth stations. Without this data we are unable to estimate the numbers of Portsmouth's passengers who will be affected. [Fellow First Group company Great Western Railway has provided this information so that we know that at Barnstaple, for example, 46% of tickets are sold through the ticket office.]

6. The proposed arrangements for Portsmouth's stations

- 6.1 SWR, which has more ticket offices than any other UK TOC, proposes to close them all. The SWR stations including those in Portsmouth, are to be classified into the following categories with corresponding staffing levels and ticket purchasing facilities:

Station category	Staffing level	Portsmouth stations
1	Full retailing capability with expertise available to support retail choices and customer needs until full transition to digital retail. Ticket vending machines.	Portsmouth & Southsea
2	Multiple staff available to support retail choices and customer needs. Ticket vending machines.	Portsmouth Harbour Fratton Cosham
3	One staff member available to support retail choices and customer needs. Ticket vending machines.	-
4	Unstaffed as today. Ticket vending machines.	Hilsea

- 6.2 The proposed staffing hours of the stations in Portsmouth are listed below.

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Station	Category	Proposed station staffing hours		
		Mon-Fri	Sat	Sun
Portsmouth Harbour	2	00:00-23:59	00:00-23:59	00:00-23:59
Portsmouth & Southsea	1	00:00-23:59	00:00-23:59	00:00-23:59
Fratton	2	05:00-23:00	05:00-23:00	06:00-23:00
Cosham	2	06:30-11:30 15:30-19:30	09:00-16:30	Unstaffed

- 6.3 All stations which are currently staffed will remain so, but the total numbers of staff will be reduced, with efficiency savings achieved through more multi-role staff. The hours that stations are staffed will also be reduced in some cases and Cosham would become unstaffed on Sundays under the proposals.
- 7. Implications for Portsmouth's rail passengers and possible consequences**
- 7.1 The following concerns are identified which might affect passengers travelling from Portsmouth stations, particularly occasional users and those unfamiliar with online purchasing.
- (i) Difficulties in navigating the large number of available tickets and how they can be purchased. Railway tickets have become very complex in recent years with different fares for travel at different times, different routes or for one operator only and some services requiring a seat reservation. Not all tickets can be bought online or through the ticket vending machines (TVM). Although Great British Railways are developing proposals to simplify the range of fares and tickets, these will not be implemented before the proposed closure of ticket offices.
 - (ii) Railcard (non-digital) purchase and renewal is currently available at all staffed Portsmouth stations, including on the day of travel. Families, and older persons can currently purchase these on the day, which cannot be done through a TVM. It is not known whether a mobile member of staff at Portsmouth & Southsea station will be able to these. Otherwise, those travelling on the day will have to buy more expensive tickets or not use rail.
 - (iii) Smartcards, which are currently issued at all staffed Portsmouth stations and include much promoted products such as SWR's Tap2Go pay as you go facility will only be able to order online. Digital exclusion: not everyone has a credit card or a smartphone and many TVMs do not take cash. The TOC's own figures show that 99% of those using ticket offices had a digital alternative but did not, or could not, use it.

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- (iv) Difficulties in using the TVMs. TVMs have touch screens, not physical buttons, and do not have audio responses so are therefore difficult to use for those with visual impairments. The position of the virtual buttons varies between stations. There is a programme to update TVMs but the details are unclear and it will not be carried out before the ticket offices are proposed to close. Expecting someone with visual difficulties to find and identify a mobile member of staff adds another obstacle to independent travel.
 - (v) Uncertainty over the fares. If the ticket they require is no longer available at the station they start from, as TVMs do not offer all fares, or they wish to pay by cash where the TVM does not take cash, passengers will be expected to embark on their journeys and pay later, perhaps not knowing how much their fare will cost. This would be perverse and does not happen on other forms of public transport.
 - (vi) Ticketless travel. Currently, passengers are told not to travel without a valid ticket, often at the risk of a £100 fine, but it is proposed to change the rules so that if a passenger cannot buy their ticket at the start of the journey, they should buy their ticket on the train from the conductor, break their journey at one of the 24 category 1 stations meaning the journey would take longer, or pay at their destination. This is a significant change for passengers which some may find uncomfortable, while others may simply travel without paying at all - causing further revenue losses.
 - (vii) Increased ticketless travel could result in more "anti-social" behaviour on trains (common among fare dodgers), discouraging passengers by reducing the attractiveness of rail travel, and losing further revenue.
 - (viii) Personal safety and security issues for vulnerable passengers. Current ticket offices are areas where passengers can wait safely until their train is due. With the ticket office closed these are unlikely to offer the same sense of security that a staffed office provides. Knowing where you can find a member of staff provides essential reassurance for many. This is particularly important at stations such as Cosham where there have been security concerns.
 - (ix) Longevity of staffing provision at the category 2 stations. Further economies could be required due to the financial position of the railways and wider Government finances. The proposals could therefore be a precursor to a withdrawal of all staff from these stations. Any further reductions would not require similar consultation.
- 7.2 The four staffed Portsmouth stations have toilets, but these are unlikely to be available outside of staffed hours. For example, Cosham is currently staffed on Sundays but will not be under the proposals. These difficulties for passengers could become a deterrent to rail travel for those we are encouraging to use their cars less and a potential barrier to travel for those who rely on the train. Many vulnerable users, older passengers, and those travelling with children, could have their

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independence and travel choices reduced as could those with disabilities raising concerns about equality and inclusivity as well as compliance with the Equality Act 2010.

- 7.3 If some passengers are deterred from rail travel and others are able to evade fares, revenue will be lost. However, SWR have not provided any data on the reduction in revenues that could result.

8. Conclusion and next steps - South Western Railway Station Change Proposals

- 8.1 The proposals appear to be rushed and driven by the imperative to make cost savings. For example, the promised simplification of rail fares and the updating of TVMs is not expected to be completed before ticket offices are closed while many would see this as a necessary precursor of any change. The likely impacts on vulnerable, disabled and digitally excluded citizens have not been adequately considered or mitigated. There are therefore likely to be adverse impacts on some of Portsmouth's residents who travel by rail - although SWR have not provided the ticket sales data that would enable this effect to be quantified.

9. Portsmouth City Council's Response to South Western Railway

- 9.1 The Leader of Portsmouth City Council and the Cabinet Member for Transport have written separately to Claire Mann, Managing Director, South Western Railway expressing the Council's concerns about the impacts on independence and inclusivity for many Portsmouth residents, who will lose choices or face higher travel costs, the inadequacy of the alternative arrangements proposed, the rushed timescale and the resulting deterrent to rail travel which will have negative environmental consequences.

10. Background - Southern Railway West Coastway Timetable Consultation

- 10.1 Southern Railway have reviewed the Coastway west service which suffers from considerable reliability issues, in part due to the short turnaround time at Portsmouth or Southampton. This has resulted in many trains terminating short of their destination at Fratton or Fareham railway stations, meaning passengers must change trains to complete their journey. In addition, the timetable for both the Portsmouth and Southampton routes are not evenly spaced. For example, at Cosham station there are gaps of 15 and 45 minutes between trains every hour to Southampton or Chichester as one train goes to or from Brighton and the other to London Victoria via Gatwick Airport.

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- 10.2 The consultation proposes the withdrawal of the 'all stations hourly stopping service' between Portsmouth Harbour and Littlehampton, which is the least used of all the services and the direct train between Portsmouth and Brighton. As part of this proposal Portsmouth Harbour would see the return of half hourly direct trains to London Victoria via Gatwick Airport, which will also maintain the direct service from the smaller stations between Havant and Chichester and a regular 30-minute interval service from Emsworth.
- 10.3 Although Portsmouth Harbour will see the reinstatement of the half hourly service to Gatwick Airport and London Victoria, additional station stops will be added making journeys longer and uncompetitive with car. Passengers travelling from Portsmouth to Brighton will need to change trains at Barnham or Chichester, leading to inconvenience and longer journey times. This change will also mean that Cosham will get a half hourly direct train to Brighton but will lose its direct service to Victoria.

11. Portsmouth City Council's Response to Southern Railway

- 11.1 The Council welcomed the reinstatement of London Victoria services through to Portsmouth Harbour on weekdays, following their curtailment at Portsmouth & Southsea since 2020. This will improve connectivity and support our local transport strategy [[Portsmouth Transport Strategy 2021-2038](#)]. The Council also welcomed the doubling of this service to half-hourly.
- 11.2 The Council are very disappointed with the increases in travel times from Portsmouth as we saw this as likely to increase car use. Under the proposals, travel times from Portsmouth to London Victoria would rise by 12 minutes or 10% and those to Gatwick Airport by 16 minutes or 19%.
- 11.3 Fast travel times are a key advantage of rail travel for important journeys such as Portsmouth to Gatwick. These changes would significantly damage the competitiveness of rail compared with car travel, as shown below.

	Portsmouth – Gatwick travel time (minutes)
Current rail	84
Proposed rail	100
Car*	88

*Google maps

- 11.4 The proposed rail travel time would be 14% longer than that possible by car, which will affect residents' choices.
- 11.5 These additional travel times seemed to reflect a 50% increase in the number of station calls from 10 to 15, with all the new stops added west of Chichester.

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Although we understood that major new housebuilding is taking place near to many of the stations between Havant and Chichester and that the new residents would be potential passengers to Portsmouth, we requested possible measures to reduce rail travel times be investigated and considered as a matter of urgency.

- 11.6 The Council is very unhappy with the proposed withdrawal of direct Portsmouth to Brighton trains, which have been a feature of the West Coastway line timetable since 1938. This would reduce access to Portsmouth and increase travel times by 13 minutes (including 7 minutes connection) or 16%. Rail travel times would be 12% longer than those possible by car as shown below.

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	Portsmouth – Brighton travel time (minutes)
Current rail	83
Proposed rail	96
Car*	86

*Google maps

11.7 This change would affect travel choices and thereby increase car mileage. We therefore requested that the possibility running additional fast Portsmouth – Brighton direct services at busy times to be considered as a priority.

12. Conclusion and next steps - Southern Railway West Coastway Timetable Consultation

12.1 The Cabinet Member for Transport has written in response to the Southern Railway West Coastway Timetable Consultation in the terms above to ensure that the interests of Portsmouth residents and businesses are heard. Every opportunity to put forward the interests and concerns of the city are taken through the regular meetings with Train Operating Companies, Network Rail and the Department for Transport.

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Signed by (Director)

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
South Western Railway Station Change Consultation	South Western Railway Station Change Proposal
Southern Railway West Coastway timetable consultation	

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