



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 15 NOVEMBER 2018 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057

Email: joanne.wildsmith@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Bosher, Conservative

Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

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A G E N D A

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 **TRO 78b/2018 - parking proposals - Herbert Road, Minstead Road, St. Peter's Grove, St. George's Road Eastney (Pages 5 - 24)**

The purpose of the report by the Director of Regeneration is to consider the public responses to proposed parking restrictions in a number of locations and proposed part-kerb pavement parking. Objections were received to 4 proposals within TRO 78/2018, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

RECOMMENDED that:

- (1) the Doctor parking bay proposed under TRO 78/2018 in Herbert Road is not implemented;

(2) a decision on the part-kerb pavement parking bays proposed in Minstead Road is deferred to enable further discussions with residents and councillors;

(3) the double yellow lines proposed under TRO 78/2018 for St Peter's Grove are installed but at a reduced length of 5m, instead of the 7m length proposed;

(4) the 10m reduction of double yellow lines in St George's Road (Eastney) proposed under TRO 78/2018 is carried out, reducing the 38m length northwards from Marine Court to 28m.

4 Safer Routes to School - Allaway Avenue (Castle View Academy) Zebra Crossing (Pages 25 - 40)

The purpose of the report by the Director of Regeneration is to consider the responses to the public consultation regarding the proposals to implement a zebra crossing and associated traffic calming facilities outside Castle View Academy on Allaway Avenue, Paulsgrove.

RECOMMENDED that the zebra crossing and associated traffic calming adjacent to Castle View Academy, Allaway Avenue, is implemented as proposed.

5 Francis Avenue - Speed Reduction Measures (Pages 41 - 50)

The purpose of the report by the Director of Regeneration is to consider responses to the public consultation on the proposal to implement traffic calming measures to reduce vehicle speeds within Francis Avenue.

RECOMMENDED that the Cabinet Member for Traffic & Transportation approves the implementation of the following traffic calming measures (detailed in appendix 1) in Francis Avenue:

- **Two raised tables to the north and south of the junctions with the Francis Avenue junctions with Jessie Road and Devonshire Square**
- **Six pairs of speed cushions between the Francis Avenue junctions with Devonshire Square and Albert Road.**

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Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 15 November 2018

Subject: Herbert Road, Minstead Road, St Peter's Grove, St George's Road
Eastney: parking proposals under TRO 78B/2018

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Eastney & Craneswater, St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public responses to proposed parking restrictions in a number of locations and proposed part-kerb pavement parking. Objections were received to 4 proposals within TRO 78/2018, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 78/2018 (pages 8-9)
Appendix B: Public views submitted (pages 10-14)

2. Recommendations

It is recommended that:

- 2.1. the Doctor parking bay proposed under TRO 78/2018 in Herbert Road is not implemented;
- 2.2. a decision on the part-kerb pavement parking bays proposed in Minstead Road is deferred to enable further discussions with residents and councillors;
- 2.3. the double yellow lines proposed under TRO 78/2018 for St Peter's Grove are installed but at a reduced length of 5m, instead of the 7m length proposed;
- 2.4. the 10m reduction of double yellow lines in St George's Road (Eastney) proposed under TRO 78/2018 is carried out, reducing the 38m length northwards from Marine Court to 28m.

3. Background

- 3.1** Parking restrictions are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, or to accommodate an identified need.
- 3.2** A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. Should objections be received, a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.
- 3.3** Herbert Road: Following some confusion over faded non-compliant bay markings in Herbert Road, a request was made by the medical practice in Waverley Road for a legitimate Doctor parking bay to be installed. The purpose of the bay would be to enable on-call doctors to reach patients more quickly, and to return to the practice again more quickly, minimising delays to appointments.

- 3.3.1** Whilst it is common for Disabled bays to be located outside surgeries, medical centres etc. to enable patients to park as close as possible, the demand for Doctor bays is very low (2 requests in 15 years).

There is currently only one legally-compliant Doctor parking bay in the city, located in Ashburton Road, Southsea. It is not Council policy to provide parking for employees at the workplace, but an exception was made in that case as the doctors' practice is located in a controlled parking zone within a busy commercial and tourist area. The Doctor bay replaced an existing 1-hour limited waiting bay that was no longer required due to the 3-hour free parking period available the KC zone parking bays.

- 3.3.2** The current legislation does not allow for advisory parking bays: all are enforceable and must comply in terms of the marking, signage and traffic regulation order. The legislation does provide for enforceable Doctor bays, subject to the statutory process that includes a 21-day consultation. Therefore a Doctor bay was proposed for Herbert Road under TRO 782018, to operate 8am-6pm Monday-Friday.
- 3.4** Minstead Road: The footways in Minstead Road are unusually wide at around 3 metres on each side, and due to the high demand for parking, residents park vehicles partly on the footways. Without marked bays to guide parking however, the remaining width of carriageway is inconsistent, which causes concern for local residents. Just one vehicle parked further into the road causes a problem for traffic (image below provided by a resident).



- 3.5** St Peter's Grove, Southsea: double yellow lines are rarely considered for improving access to private off-road parking facilities, being focused on resolving road safety and traffic management issues. However, Elm Lodge's rear parking area is accessed via St Peter's Grove and caters for 7-8 cars. When the off-street parking is inaccessible, these vehicles take up parking spaces on St Peter's Grove. The narrow entrance cannot be adjusted to enable easier turning for vehicles, as it forms part of the building's structure.
- 3.6** St George's Road, Eastney: A request was made to review the double yellow lines at this location, with a view to improving parking capacity and to make the restrictions more consistent with similar junctions (side road junctions with Copnor Road, for example).

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 78/2018 took place 9-30th August 2018.
- 4.2**
- | | |
|---------------------------|--|
| Herbert Road: | 3 x objections, 3 x support |
| Minstead Road: | 1 x objection, 2 x objections with suggestions, 1 x suggestion, 3 x support with suggestions |
| St Peter's Grove: | 1 x objection, 1 x support |
| St George's Road, Eastney | 1 x objection |
- 4.3** Traffic Regulation Orders can be made in part. Therefore, the remaining proposals under TRO 78/2018 which received no objections will be brought into operation under TRO 78A/2018. Approval of the proposals for the locations within this report will mean a separate order (TRO 78B/2018) to facilitate the on-street changes.

5. Reasons for the recommendations

- 5.1** The information and concerns received from residents, along with the preliminary EIA, have informed the recommendations. Responses are reproduced at Appendix B on pages 10-14.
- 5.2** Herbert Road: The points made by the residents in objection to the proposed Doctor bay highlight why Disabled bays are more commonly located near doctors' practices,

surgeries and medical centres, enabling those with reduced mobility to park as close as possible when attending appointments.

- 5.2.1** The allocated space would be left empty whilst health professionals carried out their visits, denying use of a space by patients and for carers and other health professionals attending residents of Herbert Road and Waverley Road, potentially causing frustration among local people (see objections on page 10). There is a large care home located in Herbert Road itself.
- 5.2.2** Although some GP practices in the city provide off-road parking facilities, most are not able to, and their doctors, other staff and patients share parking on the public roads. There are many people in different types of jobs where it is necessary to carry out health and wellbeing visits for example, and it would not be feasible to designate parking for all such employees at the workplace. Doctors etc. have 'Essential Visitor' permits to enable them to park close to their destinations where restrictions are in place, when out and about on visits.
- 5.2.3** The preliminary Equalities Impact Assessment identified that the proposed Doctor bay would have a negative impact on disabled, older and pregnant persons, being the closest parking space to the medical practice. For this reason and those given above, officers are unable to recommend that the Doctor bay is installed.
- 5.3** Minstead Road: The part-kerb parking at either end of Minstead Road was proposed to formalise the current practice of vehicles using part of the footway for parking, via a traffic regulation order, signage and road markings. A visual aid to motorists would be provided to guide parking so as not to obstruct pedestrians or traffic (particularly larger vehicles).
- 5.3.1** Double yellow lines have not been considered to be a viable solution in this location as residential parking is in high demand. Preventing parking on one side of Minstead Road, for example, would remove approximately 17 parking spaces.
- 5.3.2** The mixed response from residents and councillors has led to the recommendation for the current proposal to be deferred to enable further discussions to take place.
- 5.4** St Peter's Grove: 7 metres of double yellow lines were proposed between the two marked parking bays where the white entrance marking is. When vehicles park up to the pillars they are outside of the marked bays that require an LB zone residents' parking permit, and also do not park in front of the entrance itself. This 'loophole' means enforcement is not possible and no action can be taken to assist residents.
- 5.4.1** In light of the objection however, the proposal has been reduced to 5 metres, which will improve access, remove the potential for unrestricted parking with the LB parking zone and reduce the demand on the parking on the public roads.



- 5.5** St George's Road: The proposed reduction of double yellow lines by 10 metres is likely to have little or no impact on traffic, as the width of the carriageway continues to allow two-way traffic flows and accommodate on-street parking. The proposed reduction leaves 28 metres (91.8 feet) of double yellow lines in place northwards from Marine Court. This is around twice the length of restriction in place at similar junctions, acknowledging the close proximity to the seafront and congested nature of this area during peak Summer season.





6. Equality Impact Assessment

- 6.1** A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010. However the preliminary EIA identified that the proposed parking bay reserved for doctors would have an impact on disabled, older and/or pregnant persons' ability to access the surgery if a parking space were removed from general use.
- 6.2** Disabled and older persons, and those who are pregnant, would no longer be able to park in the closest space to the doctors' practice, potentially having to park further away. The allocated bay would also be unavailable for carers and other health professionals attending to residents of Herbert Road, even when empty. Parking in this residential area is currently unrestricted and available on a first-come, first-served basis.
- 6.3** There is another side to the argument, in that the doctor will have a reduced distance to walk to his/her car to then drive to home visits, and similarly when returning to the practice. This may benefit those (including older, disabled and pregnant persons) in terms of reduced waiting times and quicker attendance by a doctor, but is harder to measure than the clear removal of access to a parking space near the surgery.

7. Legal Implications

- 7.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3** 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.
- 7.4** A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5** 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 comments received from the public and/or the statutory consultees during the consultation period.

8. Director of Finance's comments

- 8.1** The cost of the measures recommended in this report are likely to be less than £1,000 and will be met from the On Street Parking budget.

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Signed by:
Tristan Samuels
Director of Regeneration

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
16 emails	Transport Planning team, PCC

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

.....
Signed by:
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 78/2018

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.78) ORDER 2018

9 August 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4 and 45 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

A) NO WAITING AT ANY TIME (double yellow lines)

- | | |
|-----------------------------|---|
| 1. Augustine Road | Both sides, a 3m length northwards from Solent Road |
| 2. Copsey Grove | West side, a 10m length northwards and southwards of Lealand Grove, outside Nos. 31 and 33 |
| 3. Kestrel Road | (a) East side, 2m lengths northwards and southwards from Sparrowhawk Cl |
| 4. Lealand Grove | Both sides, an 8m length westwards from Copsey Grove |
| 5. Lowestoft Road | North side, an 11m length eastwards from Washbrook Road |
| 6. Meadowsweet Way | North side, a 22m length westwards from Wymering Lane |
| 7. Racton Avenue | South side, a 17m length across the garage access road rear of No.65 |
| 8. Solent Road | North side, a 3m length westwards and a 3m length eastwards from its junction with Augustine Road |
| 9. Sparrowhawk Close | (a) North side, a 10m length eastwards from Kestrel Road
(b) South side, a 2m length eastwards from Kestrel Road |
| 10. St Peter's Grove | East side, a 7m length in front of the access to Elm Lodge rear parking area |
| 11. Tangier Road | South side, a 20m extension from the cycle lane to the bus stop clearway outside Portsmouth College (for new dropped crossing point and improved visibility of pedestrians) |
| 12. Uplands Road | Both sides, a 3m length northwards from Solent Road |
| 13. Wymering Lane | East side, an 11m length northwards from the electricity substation (end of Meadowsweet Way) |

B) DOCTOR PERMIT HOLDERS ONLY: MONDAY - FRIDAY 8AM-6PM

- | | |
|------------------------|--|
| 1. Herbert Road | South side, a 5.5m length east of Waverley Rd, alongside No.38 Waverley Rd |
|------------------------|--|

C) EXTENSION OF PAY & DISPLAY 8AM-6PM (in place of double yellow lines)

- | | |
|--------------------------|---|
| 1. Cambridge Road | East side, a 10m length outside the University Library entrance south of Burnaby Road |
|--------------------------|---|

D) REDUCTION OF NO WAITING AT ANY TIME (double yellow lines)

- | | |
|--------------------------------------|---|
| 1. Chitty Road | East side, a 2m length south of Collins Rd before the dropped kerb |
| 2. Goldsmith Avenue | North side, a 5m length from 31m west of Frogmore Rd junction |
| 3. Highland Road | North side, a 5m length outside No.61; 18m west of Haslemere Rd junction |
| 4. Locksway Road | North side, a 3m length outside William Court; 7m east of Catisfeld Rd junction |
| 5. St George's Road (Eastney) | East side, a 10m length rear of No.2 Marine Court; 29m north of Marine Court junction |

E) PART-KERB PARKING BAYS

- | | |
|--------------------------|---|
| 1. Lowestoft Road | North side, a 10m length adjacent to No.60 Lowestoft Road |
| 2. Minstead Road | (a) West side, a 17m length adjacent to No.63 Henderson Road
(b) East side, an 8m length adjacent to No.65 Henderson Road
(c) West side, a 16m length in front of the church (Bransbury Road end)
(d) East side, a 12m length adjacent to No.20 Minstead Road, south of Bransbury Road |

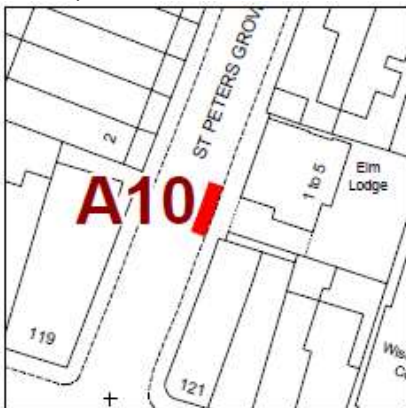
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. The draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 78/2018** by **30 August 2018** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require approval at a public decision meeting, representations are included in the associated published report but are anonymised.

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

PLANS: A10 (St Peter's Grove), B1 (Herbert Road), D5 (St George's Road), E2 (Minstead Road)



Appendix B: Public views

1. HERBERT ROAD OBJECTIONS (PROPOSED DOCTOR'S PARKING BAY)
<p>a) Resident, Waverley Road</p> <p>I am writing to object to the proposed Doctors' parking bay in Herbert Road, as it does not benefit the community in any way; rather it removes a valuable parking slot in a residential area of high demand.</p> <p>Doctors already have a permit that allows them to park in restricted areas when on duty: This parking bay is a mere convenience to allow them to park when working at the practice: I am not aware that PCC provides parking for employees of local businesses, else I would apply for a parking bay for myself and my staff in Herbert Road.</p> <p>If granted, this application will establish a dangerous precedent allowing further bays for nurses, administrators and care workers and staff for the several nursing homes in and adjacent to Herbert Road.</p> <p>Indeed it is not difficult to envisage that parking in the whole of Herbert Road could be denied to residents, for the convenience of medical employees.</p>
<p>b) Resident, Herbert Road</p> <p>Having read your proposal to allocate a doctor's bay in our road, presumably for the practice on Waverley Road and not for the care home near us, we think this is unfair and unjustified. There are always spaces to park in this road during the day when the bay will operate. However this will mean the carers and visitors to my elderly and unwell father will never be able to park on that bit of road. This also includes myself and my husband.</p> <p>To be honest I don't see why a doctor would need an allocated parking space on the road. Perhaps you should consider permits for doctors to use when they're on call instead so they can reach patients more quickly, particularly in locations where parking is difficult. This would help with their workloads. If someone is in an emergency situation an ambulance would attend and they can park anywhere for the time they need to.</p> <p>It seems there are a range of health professionals, NHS and otherwise that could ask for doctors bays, all of which would remove a parking space for general use.</p> <p>This brings me back to my main point of why a doctor would need an allocated space in our road - if anything, why not in the road opposite, Wimbledon Park Road alongside the park and not by someone's house.</p> <p>Won't the bay just be left empty while the doctor is out on calls? So aren't you basically providing a special parking space for when they're at work? Is it fair for the council to provide parking spaces for people at their workplace? Again, how do you determine which health workers get their own parking at work? I would be interested to know how many of these bays are in Portsmouth and how other practices manage.</p> <p>I'm not anti-NHS but this bay seems unnecessary and unfair on everyone else, including carers attending to residents. Thank you for the opportunity to give my view.</p>

c) Resident, Herbert Road

In respect of the doctor's bay to be marked in Herbert Road (ref TRO 78/2018), I must object to this proposal.

It is unclear why a doctor would need a parking bay where he or she works, particularly when parking in our road is not especially difficult during the day.

Without wishing to sound rude it doesn't seem right for someone to get an allocated parking space for when they're at work. I'm surprised the council would agree to this. If it's for the on-call doctor then the parking bay will be empty a lot of the time and nobody else will be able to use it. The same thing applies when the doctor is at the surgery - nobody else will ever be able to use that particular parking space.

By 'nobody' I don't necessarily mean residents, but the carers and others who visit the people living here, including friends and family visiting us older folk. There is a care home here, and surely someone attending the needs of those residents should take priority than a doctor at his or her surgery.

If the bay is for the surgery on Waverley Road, then it's the closest place for patients to park as Waverley Road has double yellow lines at the front and no parking. They will have to park further away so that a doctor can park where he or she works, which also doesn't seem right.

I hope you can consider my objection to this proposal.

HERBERT ROAD SUPPORT (PROPOSED DOCTOR'S PARKING BAY)
a) Doctor, Waverley Road

I am writing as one of the GPs who works at Waverley Road Surgery- we would really value the return of a designated bay that we can use during the week. It is enormously helpful for the duty doctor to be able to come and go from the practice at short notice and have a reasonable expectation of being able to return and park nearby. We hope that the limited hours of operation should mean that the effect on our neighbours should be limited in that this space will be available for general use at evenings/overnight and weekends.

b) Resident, Marion Road

I am a disabled patient of the Waverley Road Surgery and on various occasions have been totally reliant on my GP being able to get to me urgently. I therefore totally endorse the requirement for Doctors' Parking adjacent to the surgery.

c) Resident, Marion Road

I am writing in support of the TRO to put back the doctor's parking bay in Herbert Road. The GPs in this practice make many, many home visits. Many of these are to patients who fall into Portsmouth City Council's Armed Forces Covenant. The GPs need these spaces in order to increase their productivity during the day, but not overnight when they should be for resident parking.

I ask you to please decide in favour of returning these essential spaces. I am sure many others will write in making similar representations.

The surgery has the highest satisfaction levels in the City and serves some of the most needy. It continues to operate a walk-in surgery and makes a relatively high number of home visits.

2. MINSTEAD ROAD OBJECTIONS (PROPOSED PART-KERB PARKING BAYS)
<p>a) Resident, Minstead Road</p> <p>What your planning to do won't make any difference to the road as vehicles already do this anyway, the only advantage will be that pedestrians will be able to walk on the pavement which i agree should be allowed but with vehicles on both sides of the road an emergency vehicle will still have problems getting through as the road is not wide enough when you have large vans etc parked. The double yellow lines should be longer as the amount of times i have gone to turn in and can't when cars are waiting to turn out into Bransbury road and vehicles are parked both sides as well.</p>
<p>b) Resident, Minstead Road</p> <p>This should be marked all the way down the road as cars often park on both sides throughout the length without considering that they have blocked it, lorries often beep and emergency vehicles have no chance of getting down the road.</p> <p>At the Henderson Road entrance cars already park on the pavements and there is often insufficient space for cars or larger vehicles to enter the road.</p> <p>Referring to the map, outside number 2 is a major issue as cars (even parked half on the pavement) jut out in to the road because it is on the bend. This should 100% be double yellows until the road fully straightens again.</p> <p>I also believe the road would benefit from wider white lines outside drives. Some do, some don't, some have a gap of 2 or 3ft between the white lines, which makes it unclear to people parking.</p>
<p>c) Resident, Minstead Road</p> <p>Re the half-on-half-off this should be for the whole road as then an emergency vehicle will have no problem getting down the road because if I park my car fully on the road (SUV) it does not leave much room for the emergency services to get by as cars can park on the road opposite me and also there is a lot of cars using the road when there are netball etc on in the park. Our road is not wide enough to fully park fully on the road, so I suggest we make the whole road half on half off. As everyone is doing so and there has been no problems with people using the pavement</p>
<p>d) Resident, Minstead Road</p> <p>We note the proposal to permit half-on-half-off pavement parking at either end of Minstead Road.</p> <p>Pavement parking has been a problem in this area for some time and we would prefer to see double yellow lines along one side of the road as an alternative to what is being proposed. We hope this will be given consideration.</p>
<p>e) Resident, Minstead Road</p> <p>We are strongly opposed to the latest proposal by City Council, cars from all over the estate are already parked in the Road</p> <p>please DO NOT encourage more, also we are one of only two through roads between Bransbury and Henderson Roads therefore have to put up with excessive traffic speeding through at all hours.</p>

f) Residents, Minstead Road

I live at X Minstead Road and am acutely aware of the parking issues. My only concern is the trade vehicles and large cars that adhere to the new parking markings will protrude into the road and as people tend to park opposite this creates restricted access particularly for large vehicles. I feel that the best solution is parking on one side of the road only with double yellow lines on the other side then there would be no problem with the road being narrowed by people parking opposite to other cars. We have seen the problems that people's thoughtless parking create causing problems for large vehicles, fire engines, recycling vehicles etc. and also people having to reverse back as they have been unable to get through.

g) Resident, Minstead Road

I am writing to you to OBJECT to the proposed half pavement parking bays in Minstead Rd. I assume this is to make access and egress to Minstead road safer, and also to make it legal by putting in dropped kerbs and sloping the pavement.

This must be an expensive project to achieve nothing, as vehicles are already parking in the manner that these bays will provide. How parking bays will make it safer for access I do not know. Also vehicles will still be parking on the pavement along the rest of the road, why not dropped kerbs for them?

Extend the double yellow lines on the east side of Minstead Rd 12 metres at the Bransbury Rd end and the 8 metres at the Henderson Rd end as in the plans for bays, this being a cheaper solution with less aggravation to residents not having the road dug up and will achieve the safe access and egress that I assumed this is all about.

3. ST PETER'S GROVE OBJECTION (PROPOSED 7 METRES DOUBLE YELLOW LINES)
a) Resident, St Peter's Grove

I agree that a no waiting restriction is required in this location, since this access is frequently blocked by vehicles. However I believe the 7 m length is excessive for the size of the entrance which is only about 3m wide. I have surveyed other similar off road access points in the environs, and a space of no more than 1m either side appears to be the norm even in roads much narrower than St Peter's Grove.

I believe the 7m length has been derived by taking 1m either side of the legacy dropped curb rather than the actual vehicle access part. St Peter's Grove is a resident parking permit zone, and parking spaces are at a premium. The unnecessary loss of 2m or so of prime parking would be an inconvenience for the other residents. Please re-survey this requirement, and consider making the length of the no waiting restriction less, and in line with other vehicle accesses in the area.

ST PETER'S GROVE SUPPORT
a) Resident, St Peter's Grove

I am the owner of XX Elm Lodge at St Peters Grove. I will be grateful if you could apply the change of restriction parking at the entrance of the premises. The car park is situated at the back of the building and the entrance is very narrow, therefore when coming out from the car park to the main road, there is a very restricted view of the oncoming traffic. I have already applied for the restriction of parking a few years back and the single white line has been drawn. However, this does not have any effect and people are still parking there as no restriction applies. This could potentially cause an accident due to the restricted view the drivers have, therefore I would be grateful if this could be solved as soon as possible.



5. ST GEORGE'S ROAD, EASTNEY, OBJECTION (PROPOSED 10-METRE REDUCTION OF DOUBLE YELLOW LINES)

a) Resident, Marine Court

Re: Reduction of double yellow lines St George's Road East side 10m length rear of No 2 Marine Court 29m North of Marine Court junction

We, residents and owners of No X Marine Court, object most strongly to the reduction of this 10m stretch of double yellow lines as proposed in your order posted locally.

St George's Road has become a very busy thoroughfare with multiple roads leading off its entirety. None more so than at this proposed section. The turning out of Marine Court onto St George's Road is hazardous at the best of times as one has to be aware of 4 points of reference - namely traffic from LEFT, joining St George's Road from the seafront, traffic AHEAD joining from Eastern Parade, traffic joining from Selsey Avenue (turning either LEFT or RIGHT) and the constant flow of traffic heading down St George's Road approaching from the RIGHT. The vantage point from Marine Court of traffic heading down St George's Road is already obscured enough by parked vehicles - often motor homes and vans, which by their very nature are higher than the average vehicle. If you were to reduce the double yellow lines by 10m this would significantly reduce visibility and make an already hazardous manoeuvre even more dangerous. We would also add, that coming out of Selsey Avenue approaching St George's Road, the visibility at this junction is also perilous. The reduction of 10m of double yellow lines would here add to the precarious manoeuvre twofold; 1) reducing both visibility and traffic separation due to Southbound vehicles on St George's Road being forced into the middle of the road closer to the junction and 2) reducing safety in the actual manoeuvre by further limiting road space available.

We would ask why the engineers feel this reduction is necessary. If it is to gain more parking space (1 motor home OR 2 cars max) for the City, then the Council are being very shortsighted and not taking SAFETY into consideration.

The exit from Marine Court has already been brought to the City Council's notice as being extremely dangerous and in need of assessment. The Council have already acknowledged this point. Why then, at this stage, do they decided to do something which will only make the situation worse?

(End of report)



Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

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

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

Directorate:

Director of Regeneration (Transport)

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

New, and changes to existing, on-street parking restrictions

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

TRO 78B/2018: The Portsmouth City Council (Various Roads) (Waiting Restrictions and Amendments) (No.78) Order 2018

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

The traffic regulation order (TRO) seeks to introduce parking restrictions on the public highway, and to make changes to existing restrictions to accommodate local needs.

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

Traffic regulation orders (TROs) affect all road users, including motorists, pedestrians and cyclists. They can be proposed for the following reasons:

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising, or
- For preventing damage to the road or to any building on or near the road, or
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- For preserving or improving the amenities of the area through which the road runs, or
- For any of the purposes specified in s.87(1)(a-c) of the Environment Act 1995 (air quality).
- To address parking/traffic issues in various roads citywide, in response to concerns and/or requests from residents, ward councillors, public services, businesses, etc. Reasons include:
 - o to improve road safety, pedestrian safety, visibility and management of traffic, ensure access for the emergency services, public services (particularly refuse collection vehicles) and delivery vehicles
 - o To amend/remove/reduce parking restrictions to accommodate changing local needs and to ensure the most effective and appropriate use of the public highway

Whilst Blue Badge holders may park on double yellow lines for up to 3 hours, and therefore some of the proposals maybe beneficial in enabling disabled people to park closer to their destination, the proposed allocated Doctor parking bay in Herbert Road would potentially mean disabled and older people and pregnant women have further to walk to access the surgery / practice.

Disabled and older persons, and those who are pregnant, would no longer be able to park in the closest space to the doctors' practice, potentially having to park further away. The allocated bay would also be unavailable for carers and other health professionals attending to residents of Herbert Road, even when empty. Parking in this residential area is currently unrestricted and available on a first-come, first-served basis.

For these reasons, officers are not recommending that the Doctor bay is installed.

However, a disabled resident has highlighted that the doctor may be able to attend more quickly when required if the distance to where the on-call doctor has parked is reduced. The bay was requested to enable on-call doctors to reach patients more quickly, and to return to the practice again more quickly, minimising delays to appointments.

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

Group	Negative	Positive / no impact	Unclear
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Other excluded groups

☐☐☒

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

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

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

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

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

☐

yes

☒

No

Q7 - How have you come to this decision?

Overall, TRO 78 does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010, and could improve road safety and the management of traffic for all road users.

However, the designated Doctor bay in an otherwise unrestricted residential road could affect the ability of disabled people to access the surgery, having to park further away, along with the ability of carers and other health professionals to attend elderly and unwell residents in Herbert Road itself. There is a care home in Herbert Road, making this more likely to occur. If the Doctor bay is empty, the closest space to the surgery, a disabled person would not be able to use it.

Therefore, officers are recommending that the Doctor bay is not installed.

However, the other side to this argument is that the doctor will have a reduced distance to walk to his/her car to then drive to home visits, and similarly when returning to the practice. This could benefit those (including older, disabled and pregnant persons) in terms of reduced waiting times and quicker attendance by a doctor.

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

Q8 - Who was involved in the EIA?

Nikki Musson, Senior Transport Planner
Felicity Tidbury, Transport Planning Team Manager

This EIA has been approved by: Felicity Tidbury

Contact number: 023 9268 8261

Date: 04/10/2018

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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Agenda Item 4

Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	15 th November 2018
Subject:	Safer Routes To School - Allaway Avenue Zebra Crossing
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Paulsgrove
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1** To consider the responses to the public consultation regarding the proposals to implement a zebra crossing and associated traffic calming facilities outside Castle View Academy on Allaway Avenue, Paulsgrove.

2. Recommendations

It is recommended that:

- 2.1 The zebra crossing and associated traffic calming adjacent to Castle View Academy, Allaway Avenue, is implemented as proposed.**

3. Background

- 3.1** Allaway Avenue is a main arterial route through the Paulsgrove ward of the city. The previous school site has benefitted from a zebra crossing facility located outside the school. This worked successfully by providing a safe egress/exit for pupils;
- 3.2** The former King Richard School in Allaway Avenue was rebuilt east of the previous site and renamed Castle View Academy. The new school site opened in Sept 2017 without specific safety measures being implemented on the adjacent highway;
- 3.3** Reports have been made by Paulsgrove Ward Councillors and the Castle View Academy community regarding the safety of child pedestrians accessing the redeveloped site;
- 3.4** Investigation of the new school site by the Road Safety & Active Travel team showed that the main school entrance is located near to an existing uncontrolled crossing

point. The remainder of the site is flanked by unrestricted parking on both side of Allaway Avenue;

- 3.5** The investigation showed that during the school afternoon peak the existing crossing facilities in this location are not suitable and there is a high risk to pedestrians. Pupils were observed to exit the school and sprawl across the road from between parked vehicles at various locations outside the front of the new school. The uncontrolled crossing point is underused. However, it is not capable of serving the capacity of students exiting the school.

4. Consultation

- 4.1** Consultation with representatives of Castle View Academy had been undertaken previous to the public consultation exercise. The Senior Road Safety Officer met with both the Head of the School and the Site Manager to discuss the issues observed and the proposed scheme layout to address the safety concerns;
- 4.2** A letter was addressed to residents of Allaway Avenue within the agreed consultation area (provided at Appendix 1). This was carried out on 19 June 2018.
- 4.3** Following the letters addressed to residents, a public notice detailing the proposed scheme was displayed on-street in Allaway Avenue, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. The 21-day consultation period took place between 10 July 2018 and 30 July 2018. Only three responses were received: three objections, one of which was withdrawn, as follows:-

<i>Resident</i>	<i>Support or Object and Comments</i>	<i>Engineers Comments</i>
Portsmouth Cycle Forum	Objection withdrawn - We have raised concerns that the proposed build-outs will force cyclists in the road into the path of faster moving vehicles. If the TRO goes ahead would expect to see rigorous enforcement of the zigzags associated with the crossing. A feasible addition to this scheme would be to create a chicane at this point, forcing westbound vehicles to wait for eastbound traffic. A 'cut-through' for cycles could be made to allow cyclists to continue unimpeded, with a mirrored chicane at the other side of the school, with the reverse priorities. This would be an elongated version of the chicane on Farlington Avenue.	Parents currently park all around the site the double yellow lines where the proposed build-out would be. Children are crossing in large numbers between the parked vehicles with no safe view. The build out will ensure the site (which is the main cyclist school entrance) remains safe and provides improved visibility. The proposed zebra will be a raised zebra providing a traffic calming facility which is consistent with the existing measures along Allaway Ave. A chicane will not provide a crossing facility and it would increase the loss of parking - which residents would not support. There is a shared cycleway throughout the location which is suitable for cyclists who would not feel confident / competent in negotiating the build-out.

<p>Resident of Allaway Avenue</p>	<p>Objects to the proposals - main concern is that residents already struggle with parking outside of their properties and the proposed crossing will reduce the parking spaces available even further. Due to the reduction in parking spaces, the resident is against the placement of the crossing in this particular location. Are there any plans in place to create additional parking for residents in the nearby vicinity?</p>	<p>The current School site results in children having to cross between parked vehicles on mass. This is the most common way in which young pedestrians are involved in collisions within Portsmouth. Portsmouth is a high casualty City with 80% of collisions occurring on the 30mph arterial road network (including this section of Allaway Ave). The locations of the zebra and the upgraded uncontrolled crossing have been selected to serve the two school entrances and to minimise the impact on existing parking. The scheme would remove 2 parking spaces whilst providing school pupils and the local community two safe places to cross the road. This proposal aims to recognise the needs of both residents and the school community - this is demonstrated in the design which limits the loss of parking to a minimum.</p>
<p>Resident of Allaway Avenue</p>	<p>Objects to the proposals - Is a Registered Manager of a Care Home. To be forbidden the right to park outside their privately owned home when they respond to emergency calls from the home overnight is viewed as unacceptable. The resident is planning to have a dropped kerb access to their property for vehicle access. This right would be taken away, yet the resident believes precedence has been set that this is permissible. The resident believes that the only logical reason the council has to place the zebra crossing in the proposed location is due to the already situated extended kerb and traffic calming features. They suggest that the proposed crossing is located where residents are not dependent on car access, who are not home owners planning a dropped kerb, who could be jeopardised if they cannot access their vehicle and have the right to private access to the property from the main highway.</p>	<p>The PFI Network Coordination Team who reviews drop kerb applications have advised that an application in for a drop kerb would likely be unsuccessful due to the proximity of the tree (there will be a root protection area) and the existing safety feature. Utilising the existing build-out will reduce the impact on existing parking capacity as deciding to locate the crossing where parking exists throughout would result in more parking removed. The placement of the proposed crossing has been established in coordination with the school as the best solution to serve the desire line of the school entrance. If the crossing is too far from this location, it will be less likely to be utilised and the proximity of the existing bus stop would mean additional restrictions being implemented.</p>

- 5.1 Children are crossing Allaway Avenue within the vicinity of Castle View Academy in large numbers between the parked vehicles without good visibility of oncoming traffic. The build out and associated raised zebra crossing will ensure the site remains safe and provides improved visibility for all road users;
- 5.2 The improvements consisting of the buildout and raised zebra crossing will assist with reducing vehicle speeds on Allaway Avenue, approaching Castle View Academy. This will reduce the risk of road traffic collisions;
- 5.3 The proposed facilities will improve accessibility for all vulnerable pedestrians within the area;
- 5.4 The proposed facilities will increase confidence in using the infrastructure and, potentially, encourage more pupils to walk to school.
- 5.5 The works to build the new facilities will be funded from the existing "Safer Routes to Schools" project, which is part of the Local Transport Plan programme.

6. Equality impact assessment

- 6.1 A full equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The proposals seek to improve accessibility for pedestrians travelling within the area. The improvements will provide a controlled and safe crossing facility along the natural desire line within the area to the new school. It would look to improve the existing layout by highlighting road space to be used by other users to all drivers within the area by the use of raised zebra crossing. The addition of advanced warning signs will warn drivers of the proposed changes within the area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents. It also promotes personal wellbeing.

7. Legal implications

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3 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.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 7.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 7.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
 - b) give public notice of this proposal
- This implies a duty to consider representations received in response to such consultation.
- 7.8 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices.. Regulations apply to specific traffic calming works and the display of appropriate signs.

8. Director of Finance's comments

- 8.1 The cost of this scheme is £50,000, this will be funded from the LTP Capital Budget as approved at Full Council on the 13th February 2018.

- 8.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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
Preliminary EIA	W/drive TES TP LTP folder
Survey returns	As above
3 email objections	Transport Planning team

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

.....
Signed by:
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

PROPOSED ZEBRA CROSSING

PROPOSED SPEED CUSHION

PROPOSED MODULAR FOOTWAY BUILT-OUT

LEGEND

- PROPOSED ZEBRA CROSSING
- PROPOSED SPEED CUSHION
- PROPOSED MODULAR FOOTWAY BUILT-OUT
- PROPOSED ZEBRA CROSSING
- PROPOSED SPEED CUSHION
- PROPOSED MODULAR FOOTWAY BUILT-OUT

APPENDIX 2: Public consultation notice (displayed on-street and on PCC website)

THE PORTSMOUTH CITY COUNCIL (ALLAWAY AVENUE) (ZEBRA CROSSING, TRAFFIC CALMING AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.63) ORDER 2018

9 July 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4 and 23 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and after consultation with the Chief Officer of Police in accordance with part III of schedule 9 to the 1984 Act, and to install traffic calming measures in accordance with The Highways (Traffic Calming) Regulations 1999 and The Highways (Road Humps) Regulations 1999. The effect would be as follows:

A) FOOTWAY EXTENSION / BUILD-OUT

(Reduces road width where pedestrians cross)

1. Allaway Avenue

South side, opposite the existing build-out outside Nos. 264 / 266

B) RAISED ZEBRA CROSSING WITH FOOTWAY EXTENSIONS

(To slow traffic speeds and improve safety)

1. Allaway Avenue

Across the road carriageway, between Nos. 280 / 282 on north side and King Richard School on south side

C) CHANGE OF BUS STOP TO: NO WAITING AT ANY TIME (double yellow lines)

(To accommodate white zig zag markings for the zebra crossing)

1. Allaway Avenue

South side, a 3m reduction outside King Richard School (opposite the side of No.282)

D) NO WAITING AT ANY TIME (double yellow lines)

(Either side of the new crossing)

1. Allaway Avenue

- (a) North side, a 3m length side of No. 282
- (b) North side, a 4m length outside No. 280

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. A copy of the draft order including a statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to support or object to these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 63/2018** by **30 July 2018** including name, address and stating the grounds of support or objection.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public. If the proposals require approval at a public decision meeting, representations are included in the associated published report but are anonymised.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

(End of Report)

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Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

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

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

Directorate:

Director of Transport, environment & business support

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

Network Management

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

SAFER ROUTES TO SCHOOL - ALLAWAY AVENUE ZEBRA CROSSING

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

As part of the LTP programme, the City Council are proposing to implement a zebra crossing at King Richard School on Allaway Avenue to provide a safe crossing facility for all vulnerable pedestrians. The current School site results in children having to cross between parked vehicles on mass. This is the most common way in which young pedestrians are involved in collisions within Portsmouth. Portsmouth is a high casualty City with 80% of collisions occurring on the 30mph arterial road network (including this section of Allaway Ave). The locations of the zebra and the upgraded uncontrolled crossing have been selected to serve the two school entrances and to minimise the impact on existing parking. The scheme would remove 2 parking spaces whilst providing school pupils and the local community two safe places to cross the road. This proposal aims to recognise the needs of both residents and the school community - this is demonstrated in the design which limits the loss of parking to a minimum. Children are crossing Allaway Avenue within the vicinity of King Richard School in large numbers between the parked vehicles with no safe view. The build out and associated raised zebra crossing will ensure the site remains safe and provides improved visibility for all road users.

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

The proposals seek to improve accessibility for pedestrians travelling within the area. The improvements will provide a controlled and safe crossing facility along the natural desire line within the area to the new school. It would look to improve the existing layout by highlighting road space to be used by other users to all drivers within the area by the use of raised zebra crossing. The addition of advanced warning signs will warn drivers of the proposed changes within the area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents. It also promotes personal wellbeing.

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

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

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

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

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

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

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

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

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

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

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

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

☐ yes ☒ No

Q7 - How have you come to this decision?

We have undertaken an engagement exercise to advise residents of the proposals within the area. The Road Safety and Active Travel Team have also worked with representatives of King Richard School to address concerns raised through the Ward Councillors. A consultation has been carried out in the form of a Public Notice (PN). This will be advertised on street in the location of the proposed works. However, where required, the documentation will be provided in alternative formats to suit the needs of the resident. Should any comments regarding the proposals be received and considered, the Impact Assessment will be updated to reflect the results of the engagement exercise. We will encourage feedback from all groups who wish to submit comments regarding the proposals. The new crossing facilities will include facilities for those vulnerable pedestrians who may be impaired.

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

Q8 - Who was involved in the EIA?

Tracey Shepherd - Network Management Technical Officer
Paul Darlow - Traffic and Network Manager

Elected Members have been consulted via MIS Item. A Traffic & Transportation Report has also been produced to be submitted in September 2018 regarding the outcome of the consultation/Public Notice.

This EIA has been approved by:

Contact number:

Date:

01/08/2018

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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Agenda Item 5

Title of meeting:	Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting:	15 th November 2018
Subject:	Francis Avenue - Speed Reduction Measures
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	Central Southsea
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider responses to the public consultation on the proposal to implement traffic calming measures to reduce vehicle speeds within Francis Avenue.

2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of the following traffic calming measures (detailed in appendix 1) in Francis Avenue:**

- **Two raised tables to the north and south of the junctions with the Francis Avenue junctions with Jessie Road and Devonshire Square**
- **Six pairs of speed cushions between the Francis Avenue junctions with Devonshire Square and Albert Road**

3. Background

- 3.1. Francis Avenue is a residential 20mph limit with Fernhurst Junior and Devonshire Infant Schools located on the route.
- 3.2. Following reports from residents of Francis Ave regarding high traffic speed - the Council Road Safety & Active Travel Team investigated, analysing traffic radar and casualty data.
- 3.3. The radar survey demonstrated a high 85th percentile speed of 29mph and that 66% (16,173 of 24,505 drivers recorded) travelled over 24mph.

- 3.4. Casualty data during the 5 year period Feb 2012 to Feb 2017 shows 19 collisions occurring with accident clusters at the Jessie Road, Devonshire Square and Delamere Road junctions.
- 3.5. Common contributory factor trends are:
- 3 directly related to excessive speed
 - 2 failed to judge approaching speed
 - 3 failed to look properly
 - 4 vision affected by parked cars
- 3.6. Due to the high rate of collisions and traffic speeds recorded and with the support of local ward councillors, a consultation was undertaken with residents in February 2018 on the introduction of two raised tables and a change in junction priority at the Francis Avenue junctions with Delamere Road & Northcote Road.
- 3.7. From the 477 households consulted, 60 responses were received (a return of 13%). The breakdown of the results is as follows:
- Yes, I would support proposed traffic calming measures - 47 responses (78%)
No, I would not support proposed traffic calming measures - 4 responses (17%)
- 3 (5%) responses were returned without a clear preference
- 3.8. Feedback received during the consultation (9 households) raised concerns of traffic speed between the Francis Avenue junctions with Devonshire Square and Delamere Road.
- 3.9. To address this concern and in consultation with local ward Councillors, an implementation of speed cushions was proposed instead of the change in junction priority. Residents were consulted on this proposal in October 2018.

4. Reasons for recommendations

Implementing the raised tables and speed cushions received the majority of support.

- 4.1. The combination of traffic calming measures will:
- Reduce the risk of road traffic collisions by providing a clear places to cross
 - Reduce traffic speed consistently along Francis Avenue
 - Increase pedestrian confidence in the infrastructure - potentially encouraging more walking to school
 - Improve accessibility for all pedestrians
- 4.2. Although reducing since 2012, child pedestrian casualties in Portsmouth remain a priority group for the delivery of improvements for safety and accessibility. During the five year period 2012 to 2016 there has been an average of 26 injury collisions per year (6 serious) in the City.

- 4.3. Ensuring traffic speeds are appropriate within residential and school communities is key to maximising safety and accessibility for vulnerable road users.

5. Consultation

- 5.1 A postal consultation was carried out with residents within the affected area during October 2018. From the 477 households consulted, 46 responses were received (a return of 9%). The breakdown of the results is as follows:

Yes, I would support proposed traffic calming measures: 37 responses (80%)

No, I would not support proposed traffic calming measures: 9 responses (20%)

6. Equality Impact Assessment

- 6.1. The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled people and the scheme will improve accessibility for all pedestrians, including those using wheelchairs and pushchairs.

7. Legal implications

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 7.3 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations").

- 7.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.

- 7.5 The local authority have a duty under the Regulations to consult with the following persons:

- (a) The Chief Officer of Police for the area which the proposed changes are situated;
(b) people and organisations who are likely to be affected by the proposed changes;
and
(c) any other person likely to be affected by the traffic calming works.

- 7.6 Legal Services have been instructed that this Regulation has been suitably adhered to.
- 7.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:
- (a) there will be no change to the speed limit; and
 - (b) there will be no change to the direction of the traffic.

8. Director of Finance's comments

- 8.1. This project is under the umbrella of the Local Transport Plan - Speed Reduction Measures as approved at Full Council 14th February 2017 and the costs are within the 2017/18 detailed budget as approved by the Finance Director.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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

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

Title of document	Location
NIL	

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

.....
Signed by:
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

Appendices:

Appendix 1: Plan of proposed design
Appendix 2: Consultation responses

Appendix 1: Plan of proposed design



Appendix 2: Consultation responses

Yes, I would support traffic calming	No, I would not support traffic calming	
		Comments
✓		None
✓		None
✓		Being disabled there are high risks when crossing
✓		None
✓		Speed table by Dalamere Road to hopefully reduce accidents and damage to parked cars
✓		Two serious collisions on the corner of Dalamere Road/Francis Avenue in recent times
✓		Several accidents by cars leaving Dalamere Road and damage to cars
✓		Speeding cars and dangerous for cycles
✓		Set of cushions from Dalamere Road to Devonshire Square as this stretch is too easy to speed on
✓		Cars used as a race track, cars damaged, shame its not one way
✓		Between Dalamere Road and Devonshire Square is used as a race track, would prefer one way
✓		Hopefully will stop speeding cars who constantly wake up my young children
✓		To reduce traffic speed and damage to cars
✓		Witnessed two collisions, used as a speed track
✓		Radar signs
✓		Will reduce excessive speeding
✓		I support the traffic calming measures. In addition can someone look at the two junctions of Francis Avenue on to Goldsmith Avenue. As a cyclist I find it dangerous having two entrances onto Francis Avenue from Goldsmith Avenue as no one is really sure whose right of way it is. It is hard to explain in words but if I am travelling on Goldsmith Avenue (towards Milton Park) and I turn right into Francis Avenue (the turning after Talbot Road) then it is dangerous with cars turning into the next entry to Francis Avenue and cars leaving Francis Avenue at that junction. Is it possible to either close one of the exits or make then one way - i.e one is used to join Goldsmith and one to exit Goldsmith Avenue.
✓		Concerns with childrens safety walking to school

✓		I am disabled - anything to slow traffic down
✓		Speeding traffic at night disturbing sleep
✓		Noisy speeding traffic damaging cars
✓		Will reduce the risk of accidents occurring
✓		Speeding motorist need to slow down
✓		20 mph speed limit ignored. Mini ramps needed. Many near misses
✓		Speeding cars on the bend by Lidl and Trojan cars, blind bend. Witnessed a number of accidents.
✓		Yellow box outside of Co-op so people do not park. Slow down flashing signs. People do not give way and cars are being damaged.
✓		Safer for pupils
✓		Slower is safer
✓		My son was hit by a car so would like to see traffic calming the length of Devonshire Avenue
✓		2 or 3 accidents at the junction of Edmund Road/Francis Avenue in the last 12 months due to excessive speeding
✓		Get on with it before someone dies
✓		Cars are driving at 60 mph - very dangerous
✓		Difficult to find a parking space
✓		Difficult to cross Francis Avnue to get to the Co-op, it is very unsafe on the roads for the elderly
✓		Safety concerns for the children and elderly that use this road
✓		We are really invested in making this road safer for everybody. I spotted a man counting traffic on Monday of this week so hopefully the results of that survey will add weight to the idea that some intervention is definitely needed on this road!
✓		<p>Thank you for your letter regarding the above. I am writing to register the full support of the Carers Service for this much needed scheme.</p> <p>As discussed, as a team we ideally would like to see this scheme extended to the north end of Francis Avenue. The Carers Centre is situated right on the corner of Orchard Road and Francis Avenue with the entrance on the Francis Avenue side. We are a busy centre with vulnerable and young people visiting throughout the day six days a week.</p>
	✓	I support the idea of 'Speed tables' at Jessie Road junction but not for the remainder of Francis Avenue
	✓	Poor design of Fawcett Road means this avenue is used as an alternative route
	✓	Less than 4 accidents a year. Excessive expenditure that is totally unjustified
	✓	Must be a better solution. Fawcett Road clearly does not work
	✓	Bad for car suspensions

	✓	The placement of speed cushions seems odd, would expect them to be at the junctions of side roads
	✓	Best solution would be a one way scheme
	✓	Fawcett Road and Green Road are examples of how traffic calming measures can be too extreme
	✓	Similar scheme on Warren Avenue makes giving way more tricky, these measures will not deliver benefits
37	9	Totals

(End of report)

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