Portsmouth CITY COUNCIL

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NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 23 MARCH 2023 AT 2.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper 023 9268 8014
Email: democratic@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 Graham Heaney, Labour
Councillor Scott Payter-Harris, Conservative

Public health guidance for staff and the public due to Winter coughs, colds and viruses, including Covid-19

- Following the government announcement 'Living with Covid-19' made on 21 February 2022 and the end of universal free testing from 1 April 2022, attendees are no longer required to undertake any asymptomatic/ lateral flow test within 48 hours of the meeting; however, we still encourage attendees to follow the public health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish.
- We strongly recommend that attendees should be double vaccinated and have received any boosters they are eligible for.
- If unwell we encourage you not to attend the meeting but to stay at home. Updated government guidance from 1 April 2022 advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April 2022, anyone with a positive Covid-19 test result is still being advised to follow this guidance for five days, which is the period when you are most infectious.
- We encourage those attendees with an underlying health condition to wear a face covering while moving around crowded areas of the Guildhall.
- Although not a legal requirement, attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that protects us from coughs, colds and winter viruses, including Covid-19.
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall.

- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

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

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

1 Apologies

2 Declarations of Members' Interests

3 Local Transport Plan 4 - Implementation Plan 2022 to 2025 - Year 2 annual review (Pages 7 - 32)

Purpose of Report
The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approvel of the 2023/24 budget at the 28 February 2023 Full Council meeting.

The report notes the following funding allocations by Full Council on 28 February 2023 as part of the council's 2023/24 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4):

- £635,000 for the 2023/24 LTP4 implementation plan
- £250,000 for the delivery of transport schemes
- £360,000 for Transport Infrastructure Investment

This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered.

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Approves and adopts the attached Local Transport Plan (LTP4) funded schemes 2023/24 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**

2. **Authority is delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);**

3. **Authority is delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance, including reprofiling of indicative scheme delivery timescales;**

4. **Notes that the funded Transport Infrastructure Programme, Transport Hub and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23 - 2024/25 will be updated to include these.**

4 Tertiary Roads Inspection and Repair (Pages 33 - 46)

Purpose of Report
To inform Members of the frequency of inspections and the process around decision making to the resurfacing of roads.

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Approves that the plans and timings of inspections of the tertiary road network are shared with all Ward Councillors;**

2. **Approves that the report on the condition of the roads that follows these inspections is shared with all Ward Councillors;**

3. **Notes that the decision by the Cabinet Member is brought to the public Traffic and Transportation decision meeting for information.**

5 Active Travel Improvements - TRO 206/2022 Isambard Brunel Road (Pages 47 - 98)

Purpose of Report
The purpose of this report is to gain approval from the Cabinet Member for Traffic and Transportation construction of the Active Travel Improvements advertised under Traffic Regulation Order 206/2022 in Isambard Brunel Road following a formal objection from the Portsmouth Cycle Forum.

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of TRO 206/2022 for the

introduction of the bus, taxi and cycle lanes and the revocation of the order, following formal consultation.

6 TRO 24/2023 - Walmer Road, Renny Road and Proctor Lane - one way except cycles (Pages 99 - 118)

Purpose of report
To consider the recommendation in line with the consultation results to implement the proposed one-way streets on Walmer Road, Renny Road and Proctor Lane.

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Approves the implementation of TRO 24/2023, to implement a series of one-way streets including contra-flow cycling, following resident engagement and formal consultation.**

7 St Jude's School Streets permanent infrastructure (Pages 119 - 202)

Purpose of report
The purpose of this report is to make recommendations for St Jude's CE Primary School Streets infrastructure following a series of engagement meetings with parents, residents and the school and to seek approval for the installation of infrastructure measures around the school under an Experimental Traffic Regulation Order (ETRO).

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Approves creating a School Street via the installation of resident only access signs with times of operation displayed on St Nicholas Street, Pembroke Close and Penny Street at the point of entry from Pembroke Road.**

2. **Approves that this installation will be for a minimum 18 months under Experimental Traffic Regulation Order (ETRO). If the outcome of the initial 6-month consultation is that respondents are in favour of a permanent school street then the addition of removeable bollards will be investigated.**

8 Review of Summer 2022 additional bus services and recommendations for Summer 2023 additional bus services (Pages 203 - 226)

Purpose of report

The purpose of this report is to review the bus services supported by Portsmouth City Council in summer 2022/23 and to make recommendations for any summer bus services in 2023/24.

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Delegates authority to the Assistant Director of Transport to undertake the procurement process and the award of a contract for a park and ride service (known as Southsea PR3), to operate in the July/August summer holidays, and on weekends in May, June and September, to be funded from the parking reserve, subject to value for money after consultation with the Section 151 Officer;**

2. **Notes the registration of the commercial open top seafront Service 50 between The Hard and South Parade Pier between 28 May and 30 September 2023;**

3. **Notes no additional journeys on the Service 25 are to be operated in summer 2023.**

9 Portsmouth Car Club (Pages 227 - 250)

Purpose of Report
To provide a progress update on the procurement of a car club for Portsmouth.

To detail the proposed car club bay locations to be taken forwards in the first phase of the Portsmouth car club scheme and seek permission to proceed with the required Traffic Regulation Order (TRO).

Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Notes the progress in made towards introducing a car club in Portsmouth;**

2. **Approves the use of designated car club parking bays in on-street and off-street locations for the duration of the car club scheme**

3. **Approves the on-street locations detailed in the report for designated car club parking bays to proceed to Traffic Regulation Order consultation.**

4. **Notes a report will be brought back to the Cabinet Member for Traffic and Transportation in June 2023 with the results of the TRO consultation and recommendations of the final designated bays to be implemented.**

10 London Road Taxi Rank Trial - 6 month review (Pages 251 - 264)

Purpose of Report
The purpose of this report is to provide an update on the trial of the London Road Taxi Rank in North End following six months of operation.

11 Portsmouth Bus Service Improvement Plan: Passenger Charter (Pages 265 - 272)

Purpose of the Report
The purpose of this report is to provide an update on the adoption of the Portsmouth Bus Passenger Charter as part of the Enhanced Bus Partnership.

12 Portsmouth Public Transport Strategy (Pages 273 - 282)

Purpose of Report
This report was requested by the Cabinet Member for Traffic and Transportation.

The purpose of this report is to provide an overview of the forthcoming Portsmouth Public Transport Strategy, including key milestones and an indicative timeline to adoption.

13 Private Hire Vehicles in bus lanes trial - review update (Pages 283 - 296)

Purpose of Report
The purpose of this report is to provide an update on the current trail permitting private hire vehicles (PHVs) to utilise five bus lanes as approved at the meeting of the Traffic & Transportation Cabinet Member on 5 July 2022, and its subsequent implementation on 14 November 2022.

The report details the current status of this trial and the data collected.

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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Portsmouth
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Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	23 March 2023
Subject:	Local Transport Plan 4 - Implementation Plan 2022 to 2025 - Year 2 annual review
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Jo Eldridge, Monitoring and Evaluation Officer
Wards affected:	All
Key decision:	No
Full Council decision:	No

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1. Purpose of report

1.1 The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2023/24 budget at the 28 February 2023 Full Council meeting.

1.2 The report notes the following funding allocations by Full Council on 28th February 2023 as part of the council's 2023/24 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4):

- £635,000 for the 2023/24 LTP4 implementation plan
- £250,000 for the delivery of Transport schemes
- £360,000 for Transport Infrastructure Investment

1.3 This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Approves and adopts the attached Local Transport Plan 4 (LTP4) funded schemes 2023/24 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;

2.2 Authority is delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and

the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);

2.3 Authority is delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance, including reprofiling of indicative scheme delivery timescales;

2.4 Notes that the funded Transport Infrastructure Programme, Transport Hub and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23-2024/25 will be updated to include these.

3. Background

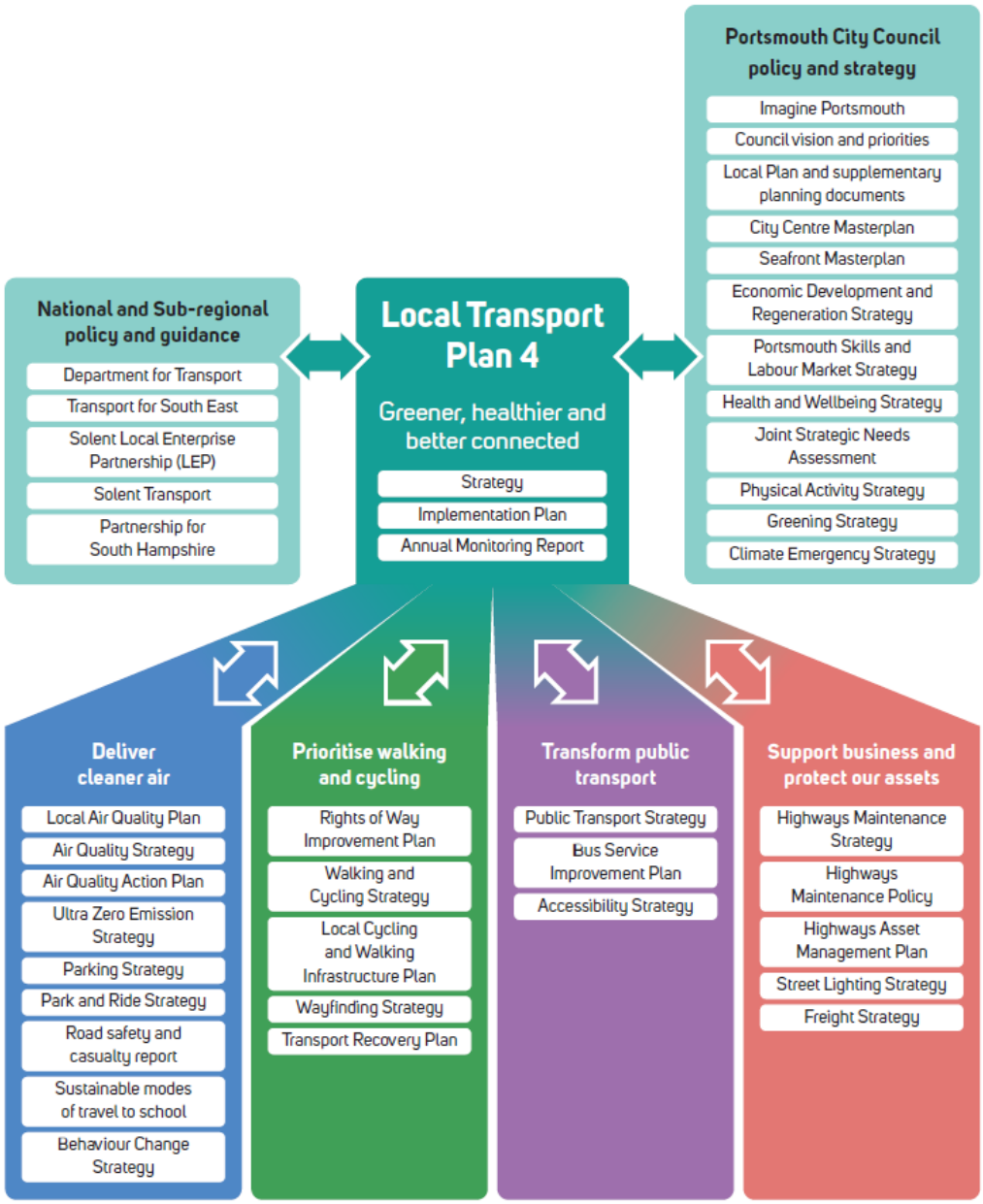
3.1 The adoption of a Local Transport Plan (LTP) is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local Transport Plans and the LTP should consist of two key elements:

- A Strategy (containing a set of policies)
- An Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).

3.2 In response to the challenges facing transport related activities and their outcomes, Portsmouth City Council produced the current Local Transport Plan (LTP4) which was adopted by Full Council on 13th October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038.

3.3 The Portsmouth Transport (LTP4) Strategy not only provides the overarching direction for all transport and highways (including maintenance) but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance as illustrated in Figure 1. To support the Portsmouth transport strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver the vision, strategic objectives and policies of the Portsmouth Transport Strategy.

Figure 1 - LTP 4 supporting strategies and plans



Portsmouth Transport (LTP4) Strategy

3.4 The Portsmouth Transport Strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all modes of transport, whilst prioritising a travel network that addresses the challenges currently faced.

As such it includes the following vision and strategic objectives:

> *By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.*

Strategic Objectives:

- **Deliver cleaner air**: Everyone who lives in, works or visits the city should be able to breathe air that will not damage their health – there need to be fewer and cleaner vehicles in the city.

- **Prioritise walking and cycling:** Most trips within the city are short but despite this the car is too often the default choice – more space is needed to safely walk and cycle in the city.

- **Transform public transport:** Public transport connections are poor in some parts of the city with buses slowed by traffic congestion – we need to prioritise rapid and reliable public transport.

- **Support business and protect our assets:** Portsmouth's ports and other businesses are central to the success of the city – we need to ensure the transport network allows business to prosper.

3.5 The strategic objectives delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

3.6 The Portsmouth Transport Strategy is people-centred to meet the needs of all residents, and considers all modes of transport, prioritising sustainable modes of travel where it is possible.

4. LTP4 Implementation Plan

4.1 The Portsmouth LTP4 Implementation Plan prioritises schemes to be delivered over a three year period, with the first rolling programme running from 2022/23 to 2024/25. As a Local Transport Authority, Portsmouth City Council has determined a three year implementation plan period to allow for schemes to deliver across financial years and to demonstrate those complementary schemes delivered over a slightly longer period.

4.2 The implementation plan will be reviewed on an annual basis to ensure we continue making improvements that support the delivery of our ambitious transport vision set out in our long term transport strategy.

4.3 The implementation plan covers all transport and highways schemes and initiatives, with all playing a part to deliver against LTP4 and working towards its vision and objectives. This includes capital and revenue schemes, initiatives and strategy development.

4.4 Given the level of financial uncertainty and the fact that the LTP Capital allocation funded by central government is not ring-fenced, the implementation plan is reviewed on an annual basis within its three year timespan alongside national policy updates and developments.

4.5 A transport infrastructure scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (Portsmouth Transport Strategy and the Portsmouth City Council Corporate Priorities), before being assessed for their deliverability. Professional expertise and judgement are used to ensure an appropriate package of schemes is established, ensuring contribution to each of the strategic objectives and policy areas, whilst also considering a balanced geographical spread. It is also worth noting that a similar prioritisation method has been used to ensure that proposed schemes are aligned to the transport strategy and progressed following the recently devised feasibility prioritisation process.

4.6 The implementation plan includes four schemes which Portsmouth City Council has a statutory duty to deliver, and as such are not subject to prioritisation:

- Access for people with disabilities,
- Traveline,
- Rights of Way; and
- Casualty and Speed Reductions.

4.7 The Annual Monitoring Report details the deliverables from all Year 1 Transport schemes and is due to be presented to the Cabinet Member for Traffic and Transportation in June 2023.

4.8 The delivery of a number of LTP workstreams are longer-term, with some supported by external funding and also spanning 2 or more years over the three-year programme with some examples detailed below:

Delivering Cleaner Air

- Behavioural change events and campaigns to highlight engine idling and encourage alternatives to car travel.
- The On Street Residential Electric chargepoint scheme (ORCS) continues to develop with work underway for the third phase.
- The Class B charging Clean Air Zone (CAZ) continues to charge the most polluting buses, coaches, taxis, private hire vehicles and heavy

goods vehicles (HGV's) to drive within the zone following its launch in November 2021.
- Work is underway to develop a Parking Strategy for Portsmouth, as one of several 'daughter strategies' to LTP4.
- Launch of bike share, continuation of rental e-scooters
- Development of a car club ready to launch

Prioritise Walking and Cycling

- Low level cycle signals continue to be installed at traffic signal junctions around the city offering advance release to cyclists.
- Further trials of school streets have taken place, limiting the amount of non-essential traffic from entering the roads near schools during drop-off and pick-up times. The scheme is also looking at installing permanent infrastructure following the success of previous trials.
- The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in February 2022 and feasibility work is underway looking at improvements to walking and cycling to create an active travel network that encourages city-wide use.

Transform Public Transport

- Improvements to bus services including earlier morning journeys on Mondays to Saturdays, later evening journeys on Fridays and Saturdays, buses on Christmas Day, the Park & Ride PR3 route to Southsea and the expansion of the hours of operation concessionary fare scheme.

- Portsmouth City Council were successful in their bid for government funding towards the Bus Service Improvement Plan (BSIP) to support new tickets, reduce fares, provide better information at the bus stop and during the journey, and make bus journey times shorter and more reliable.

- The SEHRT scheme is a programme of 23 interventions to create a high-quality multimodal travel system connecting communities within the Portsmouth and southeast Hampshire city region. Once completed, the rapid transit network will comprise of dedicated busways, bus lanes on roads, priority at traffic lights for buses, improved and connected cycling and walking routes and ferry interchanges.

Support Business and Protect Our Assets

- Sustainable last mile logistics and micro consolidation points
- Small-scale signing and lining works have been installed around the city to address minor issues and improve information on the highway network.

- The Traffic signals and Variable message signing (VMS) budget supports the modernisation and upgrade of existing signal heads and the installation of new technology at crossing points at key locations throughout the city. These measures improve the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network.

4.9 Further details of the progress of the Year 1 schemes and initiatives are included in the 21/22 LTP Annual Monitoring Report.

Governance and Monitoring

4.10 A quarterly Transport Strategy Board, which includes the Cabinet Member for Traffic and Transportation, oversees the progress of delivery against the Portsmouth Transport Strategy vision, strategic objectives and policies. The focus of the board is on delivery against the three-year Implementation Plan, ensuring that each strategic objective is being developed, with schemes and strategies being taken forward from each of the four objectives simultaneously. The Transport Strategy Board has responsibility to make any necessary updates to the LTP4 Strategy, in line with national or local policy changes and also agree any re-profiling updates to the Implementation Plan.

The Transport Strategy Board reports to the Cabinet member's quarterly update meetings, with formal reports taken to Traffic and Transportation meetings on an annual basis including an Annual Monitoring Report which focuses on all schemes, strategies and initiatives which help to deliver the LTP4 vision and objectives, including all revenue and capital schemes.

5 Next Steps

5.1 The three-year LTP4 Implementation Plan adopted in October 2021 included lists of schemes to be delivered over each of the years. These scheme lists are currently being updated to reflect the amendments that have occurred due to work undertaken, reprioritisation and linking in with national strategies.

5.2 Following approval of the funded programme detailed in Appendix A, engagement and consultation will be initiated on a scheme-by-scheme basis, as required, to ensure that full stakeholder buy-in is achieved for the programme.

5.3 All infrastructure schemes will be aligned as much as reasonably practicable with the PFI contractor's (Ensign) Life Cycle Replacement (LCR) programme. This will reduce the cost to the council and reduce disruption for road users.

6 Reasons for recommendations

6.1 The LTP4 Implementation Plan sets out the schemes, initiatives and transport strategies which will work towards the delivery of the LTP4 strategy vision and objectives.

6.2 Following the recent allocation of funding for the 2023/24 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2023/24 Implementation Plan.

6.3 The adopted three-year 2022/23 - 2024/25 LTP4 Implementation Plan can be updated to include the specific deliverables following the 2023/24 funding allocation approved at Full Council 28 February 2023.

7. Integrated impact assessment

7.1 An integrated impact assessment (IIA) has been produced for the IIA as found in Appendix B. Individual IIAs and Equalities Impact Assessments will be brought forward on a scheme-by-scheme basis as required.

8. Legal implications

8.1 The Council has a statutory duty under sections 108 and 109 of the Transport Act 2000 (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area.

8.2 Each local transport authority must prepare a document to be known as the local transport plan containing the policy as set out above and their proposals for the implementation of those policies.

8.3 There is a duty to keep the local transport plan under review and in doing so to consult as appropriate with the Secretary of State, operators of any network or station, or any railway services, operators or providers of other transport services in their area and any other persons who the authority considers it appropriate to consult.

8.4 The recommendations in this report are consistent with the requirements of the relevant legislation.

Portsmouth
CITY COUNCIL

9. Director of Finance's comments

9.1 The Capital Programme 2023/24 was approved by Full Council on 28th February 2023 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved an allocation of £635,000 to the LTP4 Implementation Plan, £250,000 for the delivery of Transport Schemes, made up of the following:

- Active Pompey Neighbourhoods
- Bike Hangers
- School Streets
- On Street Electric Vehicle Charge Points
- Vehicle Activated Signage

and £360,000 for Transport Infrastructure Investment, made up of the following:

- Non PFI Asset Management
- Transport Hub at Tipner (Phase 1)
- Cycle Improvements in the City (Eastern Road)
- Improved Access (neighbourhood fund)
- Verge Hardening Paulsgrove

9.2 This report seeks approval to allocate the £1,245,000 to the schemes detailed in Appendix A.

9.3 The report also recommends that authority be delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the LTP programme that continue to meet the requirements of the Local Transport Plan aspirations, whilst remaining within the overall approved allocated budget of £1,245,000 and any other resources allocated to the Local Transport Plan

……
Signed by:

Appendices:
Appendix A: Funded LTP4 Scheme List
Appendix B: LTP Implementation Plan Integrated Impact Assessment (IIA)

Portsmouth CITY COUNCIL

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
Annual Monitoring Report	Details not known at this time
Full Council 28 February 2023 (Budget approval)	Agenda for Full Council on Tuesday, 28th February, 2023, 2.00 pm Portsmouth City Council
Local Transport Plan 4 - Implementation Plan 2022/23	LTP4 202223 Implementation Plan.pdf (portsmouth.gov.uk)
Full Council 13 October 2021 (LTP4 adoption)	Agenda for Full Council on Wednesday, 13th October, 2021, 2.00 pm Portsmouth City Council

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

……
Signed by:

Appendix A - Transport Schemes funded from the 2023/24 Capital Allocation

Scheme name	Scheme overview	Ward
Deliver cleaner air		
Phase 3 On-Street Electric Vehicle Chargepoints	Provision of electric vehicle chargepoints in residential areas which do not benefit from off-street parking. To promote the uptake of electric vehicles and to support the air quality agenda it is essential to provide necessary enabling infrastructure.	All wards
Prioritise walking and cycling		
Access for People with Disabilities (Statutory Scheme)	To provide low-cost measures citywide where improvements to small scale infrastructure for example the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.	All wards
Rights of Way (Statutory Scheme)	PCC has a statutory requirement to sign Rights of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.	All wards
Casualty and Speed Reduction Measures (Statutory Scheme)	The aims of this programme address, where possible, the patterns of accidents and casualties identified in the Portsmouth City Council Accident and Casualty report for the year in order to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and support the objective to increase the use of active travel modes. Speed reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching.	All wards
Vehicle Activated Signage (VAS)	Installation of vehicle activated signage to address high speeds in prioritised locations within the city	All wards
Active Pompey Neighbourhoods	This funding will allow for the implementation and delivery of the required temporary infrastructure to deliver the Active Pompey Neighbourhood, following the extensive feasibility and engagement activity.	Central Southsea

Pedestrian Crossings	To install formalised pedestrian crossing points at location(s) around the city where pedestrian safety is a concern following accidents or fatalities, though are not direct instructions from the Coroner.	All wards
Safer Routes to School Improvements	Works to improve safety near to schools through implementing the required changes of school zigzags to ensure they are legally compliant following the review undertaken by a Traffic Regulation Order officer. Works to be carried out at locations close to the following schools: Ark Ayrton, Cliffdale, Copnor Primary, Medina Primary, Solent Infant, St Edmunds.	Charles Dickens, Copnor, Baffins, Cosham, Drayton and Farlington, St. Thomas
School Streets	Promotional campaign to discourage crowding outside schools for social distancing and safety and where appropriate removal of through traffic in school and other residential streets. The scheme will also consider the installation of permanent solutions through signage, bollards and lining to support these changes.	All wards
Bike Hangars	To provide secure cycle parking in locations where it is difficult to store bicycles, for example, in residential areas where terrace properties have no rear access.	All wards
Cycle Improvements in the City (Eastern Road)	Delivery of improvements to the cycle lane for the full length of Eastern Road	Drayton and Farlington, Copnor, Baffins
Transform public transport		
Traveline (Statutory Scheme)	Through a partnership with other local authorities, PCC supports traveline (www.travelinesw.com) to promote the use of public transport. Unlike individual operator apps, which don't cover all areas or services, traveline provides an impartial travel information service which shows all services and all modes - bus, coach, ferry and train - irrespective of operator, via website, mobile apps and call centre. Traveline data is also used by over 500 third party apps and websites, from small independent developers to major providers such as BusChecker and Google.	All wards

Transport Hub at Tipner (Phase 1)	Continuation of stakeholder engagement and feasibility design to support the Transport Hub business case.	Nelson
Support businesses and protect our assets		
Road Markings and Directional Signage (Statutory Scheme)	Remediation of minor issues on the city's highway network as and when identified and assessed. Improvements can be made by utilising signing and lining to slow traffic speeds, improve visible presence or provide direction assistance.	All wards
Traffic Signal / Variable Message Sign (VMS) Reconfiguration	To protect and enhance the council's road network assets, specifically traffic signals and variable message signs (VMS) with specific works to include: • continuation of the VMS rollout programme - replacing existing non-operational VMS and installing new VMS at key locations around the city, • maintaining the efficiency and enhancing the functionality of traffic signals in the city to match changing demands from pedestrians, cyclists and drivers.	All wards
Non PFI Asset management (Statutory Scheme)	There are numerous assets on the highway that are not the responsibility of Ensign via the PFI contract. The Council has a statutory obligation to ensure these PCC owned assets are appropriately managed through for example, more detailed inspections, planned maintenance and emergency funding.	All wards
Verge Hardening	Further funding to continue delivering the verge hardening programme to improve to the streetscape particularly around the area of Paulsgrove.	Paulsgrove
Improved Access (Neighbourhood Fund)	This fund will deliver minor improvements to the highway environment and include changes to parking and road access such as double yellow lines, dragon's teeth and levelling. These requests are received from residents and councillors through the 'CHAIN' requests.	All wards

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - DiversityThis can be found in Section A5

Directorate: Regeneration

Service, function: Transport Planning

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

Local Transport Plan (LTP4) Implementation Plan 2022/25

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

- ★ Existing
- ☐ New / proposed
- ☐ Changed

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

As the Local Transport Authority, the council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce an LTP for the Portsmouth administrative area. The council makes the decision on the time period covered by the Plan and when it is refreshed. LTP4 consists of two parts, the overall strategy and the implementation plan. The strategy element of

the Portsmouth LTP4 covers the period 2021-2038. The Implementation Plan prioritises schemes, strategies and initiatives, including capital and revenue schemes, to be delivered over a three-year period 2022-2025, with the second year commencing in April 2023 aligning with the allocated funding and an approved list of schemes.
The Implementation Plan will be reviewed on an annual basis, with an indicative plan up to 2038.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Following the consultation undertaken on the draft Portsmouth Transport Strategy, further internal and external stakeholder workshops were held in March 2021 for the development of the Implementation Plan. This enabled cross-discipline, cross directorate working, as well as valuable input from our stakeholders. The purpose of these workshops were to discuss the principles and priorities of the supporting implementation plan.

Workshop attendees were asked to review and comment on the long-list of schemes identified for inclusion within the Implementation Plan. This was specifically to determine:
• whether there were any further initiatives that should be included;
• to understand which initiatives should be prioritised;
• if the overall list would meet the strategic objectives of the Transport Strategy.

The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan along with a prioritised list of schemes taken forward in 2022/23. The Implementation Plan prioritises schemes to be delivered over the three-year period, with year two commencing 2023/24. As schemes are taken forward consultation will be undertaken as appropriate at scheme level. The Implementation Plan will be reviewed on an annual basis, taking into account previous stakeholder feedback provided.

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	★	☐

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Schemes and strategies within the Implementation Plan seek to improve safety in a number of ways. It is recognised that cycle theft is an issue in the city, and as mentioned in the strategy, more secure cycle parking will be provided in the city centre, local centres and other areas of high demand, particularly focused along the new Local Cycling and Walking Infrastructure Plan (LCWIP) routes. It is recognised that public transport interchanges and stops must feel safe. To support this, the public realm at key transport interchanges will be enhanced to improve their quality, in conjunction with public transport operators. Through the Transport Strategy, a number of protected, continuous cycleways will be delivered, as well as improved high quality walking routes, as part of the emerging LCWIP Plan. Safety features such as improved lighting will be considered. Input from local police and wardens will be sought for individual schemes as required. Other schemes and strategies being to be developed as part of LTP4 will also support safety improvements. Through the introduction of additional secure cycle parking, and improved walking and cycling routes delivered through the emerging LCWIP. The development of supporting LTP4 strategies, which would support improvements to safety. A number of measures have been carried out to improve safety over the first year of LTP4. A bike hangar pilot was introduced to eight roads between March and September 2021, following resident requests for more cycle storage and to make cycling more accessible. Following the success of the first pilot, further funding has been secured for an additional phase of eight installations, which were delivered in February 2023. In the past year, two cycling corrals have been installed in the city, one in Marmion Road and another on the seafront.

How will you measure/check the impact of your proposal?
Monitor and evaluate existing and new schemes.

Work with the police and monitor bike theft and any other crime such as acts of vandalism to transport infrastructure.

Stakeholder feedback and working with operators of public and shared transport modes.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A key focus of the Local Transport Plan will be to reduce private car dependency. Encouraging modal shift to more sustainable options, including active travel, which in turn will have a positive impact on the health of Portsmouth residents. Reducing car dependency and supporting the shift to electric vehicles will also improve air quality through reduced trips and CO2 emissions within the Portsmouth boundary.

The strategy will strive to create a people-centred, connected transport network that is accessible, safe and affordable, supporting people to be able to travel easily and sustainably, with less reliance on the private car. Schemes to improve walking infrastructure are included within the implementation plan, which would support this. Such improvements may particularly help people who have a disability or mobility difficulties.

Active Travel has many known health benefits including positively impacting on mental health. Improvements to walking and cycling infrastructure will support more people to use this active travel mode, increasing mental health and fitness.

How are you going to measure/check the impact of your proposal?
The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes made and the LTPs ongoing impact.

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	★	☐

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The strategy aims to identify and reduce inequalities in access to transport for excluded groups, with a focus on lower income households. The strategy will promote more affordable travel options. Reducing car dependency and improving accessibility to public transport should also help to reduce inequality.

Other aspects of the transport strategy and specific schemes within this year's implementation plan will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel. Also set out in the Transport Strategy are proposed measures to seek to develop a Mobility as a Service platform, which could cap fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Additionally, we will work with transport operators to investigate potential ways to support those on low

incomes. As an example, the operator of the mobility scooter trial, Voi, are offering discounts to students and people who hold a valid HC2 certificate.

How are you going to measure/check the impact of your proposal?
The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	★	☐

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP has been subject to stakeholder engagement and public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated.

One of the LTP schemes, Access for People with Disabilities, seeks to improve walking routes and access to public transport for users with additional mobility needs - this could be through footway changes and enhancements such as dropped kerbs or tactile paving.

How are you going to measure/check the impact of your proposal?
The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP will focus on reducing private car dependency through improvements to, and the promotion of, alternative transport modes such as walking, cycling and public transport, therefore helping to reduce carbon emissions within the city. Funding to support the use of electric vehicles is hoped to increase ownership which will also reduce emissions.

The citywide availability of rental e-scooters offers a convenient mode of travel as an alternative to carrying out short journeys in a motorised vehicle.

How are you going to measure/check the impact of your proposal?

The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact. Data for the city's carbon emissions is provided by the Department for Business, Energy and Industrial Strategy (BEIS), and this shows that carbon emissions from road trasport have been steadily reducing between 2005 and 2020.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?		★

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	☐	★

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	★	☐

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The implementation plan includes schemes that will make places more attractive, through proposals to introduce schemes such as low traffic neighbourhoods and reallocating road space to make the street environment safer and more attractive to walk and cycle. Such schemes can help to create people centered spaces, enhancing the sense of place.

How are you going to measure/check the impact of your proposal?
Whilst difficult to specifically measure, the successful introduction of schemes which help to improve the local environment will be an indicator of the impact on the natural environment.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	☐

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

One of the four strategic objectives is to 'Deliver cleaner air'. There are a number of schemes which deliver against this and focus on reducing dependence on the private car and encouraging modal shift in Portsmouth to more sustainable forms of travel - which will in turn improve air quality through a reduction in vehicle emissions. Measures to support and encourage active and sustainable travel modes will support reductions in local air pollution.

How are you going to measure/check the impact of your proposal?
Whilst difficult to specifically measure the impact had by individual transport schemes, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution. There are several air quality monitoring monitoring sites across the city, and at three of these monitoring stations (near Gatcombe Park School, London Road and Mile End Road), during the most recent reporting year of 2020, the three monitoring sites reported levels below the legal maximum on all three monitored pollutants (20µg/m3 for PM2.5, 40 µg/m3 for PM10 and 40 µg/m3 for NO2).

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?	★	☐

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP delivers alternative modes to the private car for journeys where this is possible, aiming to generate modal shift. Such LTP schemes as 'Casualty and Speed Reduction Measures', 'Play and School Streets' and 'Zebrites' will deliver measures to improve road safety at prioritised locations identified through feedback and data such as speed surveys and accident data. Other schemes aim to make positive improvements through road markings, directional signage and upgrades to traffic signals.
How are you going to measure/check the impact of your proposal? The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes delivered as well as the LTPs ongoing impact. The LTP is monitored via an annual monitoring report including specific performance indicators.

B - Environment and climate change	**Yes**	**No**
B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	★	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Through the LTP's focus on reducing private vehicle dependency and prioritising public transport and active travel, accessibility for events and attractions will be improved for visitors utilising these modes of transport.

The reduction of congestion and subsequent pollution will make Portsmouth a safer and more appealing place for residents to live and work, and for people to visit.

How are you going to measure/check the impact of your proposal?
All schemes will be designed and delivered in a way that respects the location, keeping with the heritage and nature of the realm.

Effectiveness of these changes will be through engagement with culture and leisure, feedback from event attendees and organisers, public transport operators and monitoring such as Park & Ride usage.

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	★	☐

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving connectivity and active and public transport access will enable lower income and isolated residents to access the wider employment market.

How are you going to measure/check the impact of your proposal?
Whilst it is difficult to measure the direct impact on employment, schemes specific to improving public transport and active travel infrastructure will monitor use throughout the day which may indicate use by employees commuting to work.

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration? ★ ☐

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Another LTP strategic objective is to 'Support business and protect our assets' - highlighting that businesses are central to the success of the city. Traffic congestion is a barrier to growth in the region, reducing this through modal shift will encourage development in the city. Improving connectivity and active and public transport access will enable residents (including those isolated or on a lower income) to access education and training establishments and the wider employment market. The LTP supports delivery of the Local Plan, supporting increased productivity and economic growth.

How are you going to measure/check the impact of your proposal?
Engagement with businesses and public transport operators will monitor issues and usage. Modal use monitoring as appropriate. The total passenger numbers boarding buses in Portsmouth have been obtained for the previous two years, showing a significant increase in passengers numbers over the previous year, with 5,546,156 bus passengers boarding buses between November 2020 to October 2021, and 7,913,267 bus passengers boarding between November 2021 to October 2022.

Q8 - Who was involved in the Integrated impact assessment?

Jo Eldridge, Monitoring and Evaluation Officer
Kirsty Routledge, Principal Transport Planner
Hayley Chivers, Transport Planning Manager

This IIA has been approved by: Felicity Tidbury

Contact number: 02392 688261

Date: 02/03/23

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Portsmouth CITY COUNCIL

Title of meeting:	Cabinet Transport and Transportation meeting
Date of meeting:	23rd March 2023
Subject:	Tertiary Roads Inspection and Repair
Report by:	Tristan Samuels, Director Regeneration
Author:	Eleni Oulasoglou, PFI Technical Officer
Wards affected:	All Wards
Key decision:	Yes
Full Council decision:	No

1. Purpose of report

To inform members of the frequency of inspections and the process around decision making relating to the resurfacing of roads.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Approves that the plans and timings of inspections of the tertiary road network are shared with all Ward Councillors;

2.2 Approves that the report on the condition of the roads that follows these inspections is shared with all Ward Councillors;

2.3 Notes that the decision by the cabinet member is brought to the public Traffic and Transportation decision meeting for information.

3. Background

3.1 Portsmouth City Council roads are divided up into three types (as shown in Appendix A).

1. Primary (all the main roads in and around the city)
2. Secondary (ie Allaway Avenue, Elkstone Road, Ludlow Road, Port Way etc)
3. Tertiary (roads providing access to residential areas)

3.2 The council keeps these roads up to an agreed condition through the PFI contract with Colas. The condition to which a road is maintained is defined by its strategic importance, the number and type of vehicles that travel along the road and the need for safe provision for all road users.

3.3 Maintenance of the major roads is important because we need to keep the city moving and help support a strong economy and growth as well as good public transport services though a high-quality transport network. These roads carry a lot of cars, heavy lorries and buses so their continual upkeep is very important.

3.4 Minor roads such as the tertiary road network are important too because they are part of the environment that exists outside people's front doors; where people park and part of their journey at the start and end of the day. However, the volume of traffic on these roads is much less and with significantly fewer heavy vehicles than the major roads.

3.5 The focus of this report is on the condition of the tertiary road network, how and when these roads are inspected and how a decision is reached on which roads should undergo treatment. The methodology for lifecycle works for Primary and Secondary roads is included in Appendix B.

4. Strategy

4.1 The strategy around the rehabilitation of roads throughout the city was developed as part of the PFI highway maintenance contract. It included clear objectives around achieving best value for money.

4.2 Due to financial constraints the rehabilitation of the tertiary roads in the early years of the contract was excluded. Instead, PCC and Colas agreed to the Tertiary Network Fund mechanism" as described below in this report.

4.3 Along with the Tertiary Network Fund, a strategy was developed for accessing the condition and need of the Tertiary roads and achieving optimum and impartial approach to rehabilitation and repair. Full details of this strategy and the process by which it is delivered is included in Appendix C.

5. Inspections

5.1 Every road in the city is inspected by an Accredited Inspection Company once every four years; See Appendix D for details. This includes the tertiary road network and regarding these, an inspection report is submitted to PCC once a year.

5.2 This report includes the names of the roads that were inspected, photos, technical data regarding the condition of the road and a condition "score" that is a result of the combined metrics of the inspection. The higher the "score", the better the condition of the road.

5.3 Importantly, there are other cyclic inspections of the roads within Portsmouth, significantly regular safety inspections. The safety inspections are carried out on a

six-monthly programme. So, while the main surveys are every 4 years, safety is more regularly assessed.

Condition "Score" (Network Condition Index)

5.4 Roads are generally made out of asphalt (sometimes referred to as bitumen) or concrete. For asphalt roads, if the road has a condition score of 3.02 or above (and not more than 30% of it has patching), then it is deemed not to require full repair or replacement. Concrete roads only to require treatment if they show signs of "structural deterioration".

Method of Repair

a) Asphalt/Bituminous Roads:

5.5 Bituminous roads are constructed in layers namely base course, binder course and surface course. These layers are made of different materials and provides different functions to the bituminous pavement. This allows for bituminous constructed roads to be maintained in thin layers.

- *Base course in a bituminous pavement consists of mineral aggregates such as gravel, stones and sands bonded together with bituminous materials. This layer is the principal structural layer, used as a foundation and accepts all the loading for the surfacing.*
- *Binder course is "lower part of the surfacing", and it is typically made of a type of asphalt concrete with different gradings of aggregates and types and quantities of binder depending on the particular needs of the road being built. It waterproofs the base and also accepts part of the loading form the surface course.*
- *Surface course is a mixture of bitumen-bound mineral aggregate carefully proportioned and mixed to the required specification. It can withstand the forces of traffic, transferring the loads to lower layers, and provides weather resistance, skid resistance and low traffic noise, among others.*

5.6 Depending on the scoring, the visual inspections, other tests and the trial holes (where necessary) as detailed in Appendix B, Colas propose the type of rehabilitation. In most cases only the surface course is removed and resurfaced. This is normally the top 40mm.

5.7 Where there are localised areas or sections of a road that are requiring strengthening then the binder course is also renewed or increased.

b) Concrete Roads:

5.8 Concrete roads cannot be resurfaced in layers like asphalt roads and would require the whole carriageway slab to be replaced if it failed.

5.9 That being said, concrete roads perform well under loads and they are considered in effect to be "stronger" than asphalt roads.

5.10 The form of construction of many concrete roads in Portsmouth includes a thin layer of "surface dressing" (asphalt) on top. In time, the surface breaks away leaving patches of concrete exposed but this has little effect on the structural integrity of the road overall. Although this is not aesthetically pleasing it does not necessarily indicate the road has to be resurfaced.

5.11 Cosmetic repairs sit outside the scope of the TRN fund and the as detailed in the *'TRN Vision, Strategy and Methodology'* report agreed by T&T on Dec 2016. For this to be considered, a significant amount of money and officers hours is required that the Council should be prepared to fund.

5.12 Contractually, potholes and small area decompressions greater than 20mm in depth that are creating or are likely to create a hazard should be prevented or remedy by the PFI Contractor on carriageways, cycleways, footways and alleyways. The requirement for treatment in other authorities nationally is typically a depth greater of 40mm. Current practice is also moving towards a more risk-based approach, rather than a fixed, rigid standard.

Reporting

5.12 When the inspections of the roads are finalised, the raw data is processed and a Network Condition Index is calculated. This is presented in a report that also includes details of the surveys and raw data, construction data, surveyable network, coarse visual inspections, independent auditing is produced.

5.13 Simple visual inspections of 25% of the tertiary network are completed between October and November each year. The final report is submitted to PCC In March the following year. After this submission, the process detailed in Appendix B is followed.

Decision to Repair Roads

5.14 The inspection report is shared with the cabinet member for Traffic and Transportation. Together with the report, comes a recommendation from officers to repair those roads with the lowest "score". This recommendation takes into account cost (budget estimate is prepared by Colas and programme of works) and other planned works. For example, a road with a low number may be recommended for repair except if that same road was soon to be changed or resurfaced as part of another capital scheme.

Publicising the Inspections

5.15 To date, the plans and timings of inspections are not published to ward members. However, this could be implemented and may benefit Ward Councillors in their understanding of the works that are being undertaken in their area. Likewise, the annual inspection report can be shared to all Councillors together with the decision made by the cabinet member for Traffic and Transportation.

6. Budget for Tertiary Road Network

6.1 Under the PFI contract, Colas has to deposit £200,000 (indexed) from year 6 to 20 into the Tertiary Road Network Fund and to use this to pay for works on Tertiary Network. The fund is only for resurfacing because maintenance (keeping the road to a minimum and safe standard) is included in the PFI contract.

6.2 There is currently £620,000 (excluding works for this year Tertiary programme) in the fund and there are only two years left that money will continue to be deposited.

7. Reasons for recommendations

7.1 As per Full Council request on 8th November 2022.

8. Integrated impact assessment

An Integrated Impact Assessment is not required.

9. Legal implications

9.1 There are no legal implications arising directly from the recommendations in this report.

9.2 The practices and procedures described in the report assist the City Council in fulfilling its statutory duty, as highway authority, to maintain highways which are maintainable at the public expense (section 41(1) Highways Act 1980).

10. Director of Finance's comments

10.1 There are no direct financial implications of approving the recommendations within this report.

10.2 Future works carried out on the Tertiary Network will be met from the Contractual arrangements included within the Highways Maintenance Contract.

10.3 The Council should to be mindful of the resources that it has available and therefore the treatments that are applied to the Tertiary Road Network need to be based on providing Value for money with the limited funds available.

10.4 Any funds that remain in the Tertiary Network Bank account in year 20 (2024), prior to hand back will accrue to the Council, the contract does however state that the Council needs to use "Best Endeavours" to spend at least £500,000 (indexed) in a three year rolling period.

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Signed by:

Appendices:

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

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

Title of document	**Location**
Defined Road Network by Road Category	Appendix A
Methodology for Lifecycle works for Primary and Secondary Network	Appendix B:
Strategy for Tertiary Network Lifecycle Works	Appendix C
Programme of Surveys and Definitions	Appendix D

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

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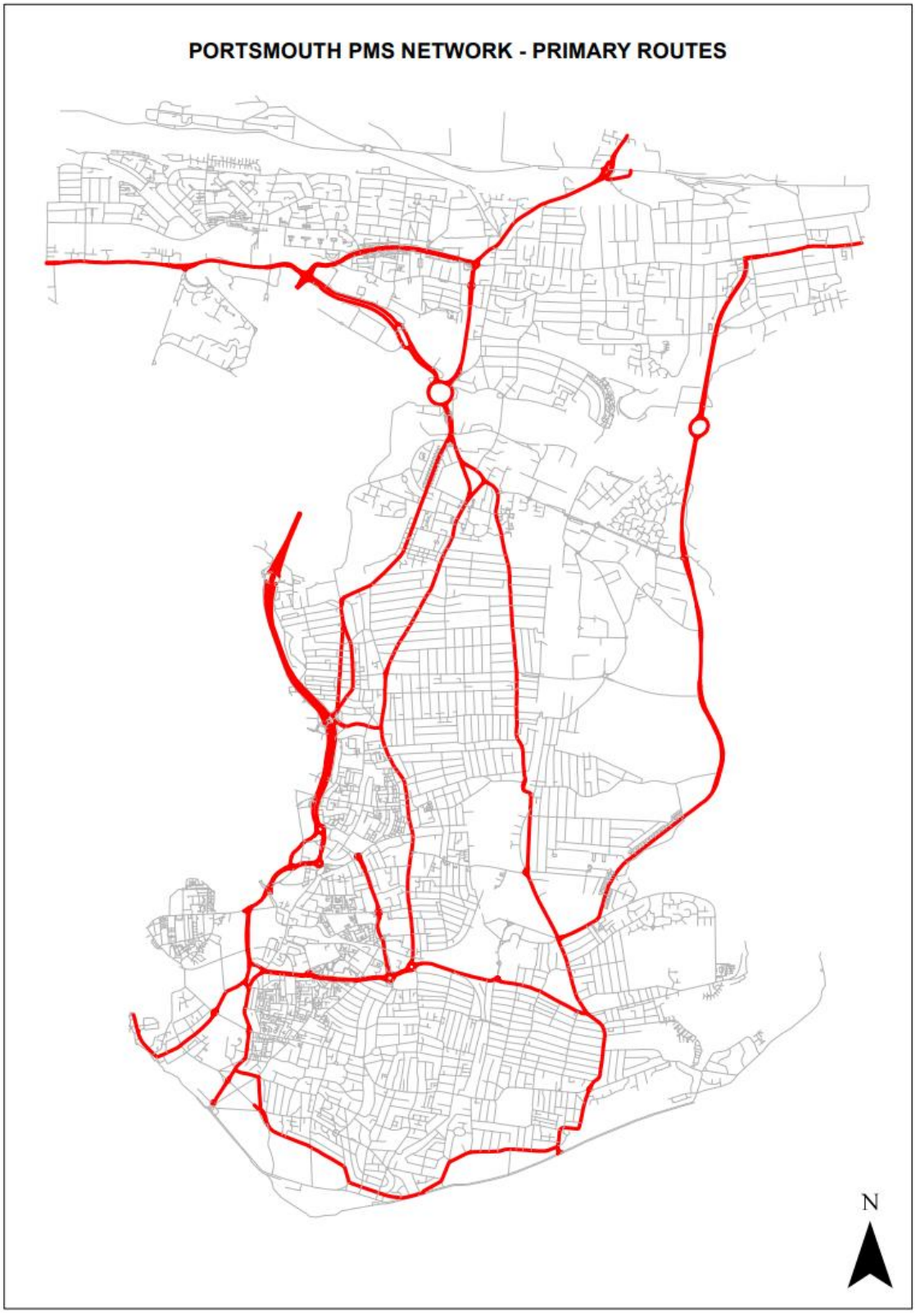
Appendix A: Defined Road Network by Road Category



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PORTSMOUTH PMS NETWORK - SECONDARY ROUTES

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PORTSMOUTH PMS NETWORK - TERTIARY ROUTES

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Appendix B: Methodology for Lifecycle works for Primary and Secondary Network

The prioritisation of the Carriageway schemes for the Annual Programme is based on the following considerations:

- Individual condition indices of scheme sections (based on annual surveys)*
- Accident data
- Site condition validation information
- The identification of Structures schemes are based on the defects highlighted by the General and Principal Inspections.
- The identification of traffic signal LCR schemes is based upon surveys and recommendations provided by Colas' ITS department. Scheme Selection.
- The approach for selection of schemes for the Annual Programme has remained the same as the previous years and is based on the following parameters:
- Financial constraints
- Technical requirements
- Safety & local issues
- Consistency & homogeneity
- Public perception Scheduling Special Events

When considering when works are to take place on the Project Network which will have an impact on the free flow of vehicular traffic, reference is made to those Special Events planned to ensure that wherever possible a conflict is avoided. There are three types of events:

• Special Events which occupy all or part of a section of the Project Network
• Events whilst not taking place on the Project Network that might have an impact on users of the Project Network
• Portsmouth Football Club home fixtures Annual Programme

Other potential conflicts Colas has checked the available utilities programmed works while preparing the Annual Programme in order to avoid any potential conflict. Colas and PCC collaborate in order to combine other PCC schemes (LTP) with the lifecycle works TO ensure cost savings to the Council and minimise disruption to road users.

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Appendix C: Strategy for Tertiary Network Lifecycle Works

Given that there are limited funds, officers working with Ensign have devised a strategy for treating the Tertiary Network with a view to maximising the value for money of the financial resources it has available.

The strategy focuses on the following objectives:

- To use a selection methodology that allows the Council to accurately assess the condition of the Tertiary Network which in turn allows the Council to treat those roads that are in the poorest condition.
- To ensure that a robust selection process is used so that those Road Section Lengths that support the Council's wider strategic goals are treated as a priority.
- To adopt an investment plan to ensure the appropriate validation and technically sound treatments are applied to the Tertiary Network.
- To ensure that Best Value is achieved through procuring the Tertiary Network works in the most beneficial terms to the Council so that the finite amount of money available can treat the maximum amount of Roads within the confines of the Highways Maintenance Contract
- To maximise the Services provided by the Service Company under the Highways Maintenance Contract to ensure that the Council only procures works that are not already covered by the Service Payment

The above strategy is based on Industry Best Practice and follows guidance documents produced by the UK Roads Liaison Group and the Highways Maintenance Efficiency Program (HMEP).

Process by which the strategy is delivered

The process comprises three distinct stages:

i) The First Stage (Collection of Data):

The first stage is the collection of relevant technical data that allows the Council to fully understand the condition of the Highways Network. This uses a mixture of Industry standard technical surveys, local knowledge and collected data. The data used for the proposed new methodology comes from various sources;

- Surface Condition Index (SCI) obtained as part of the Network Condition Index (NCI) process. This score is based on a Coarse Visual Inspection (CVI) carried out on 25% of the network every year
- Service Inspections Condition (SIC), based on a 100% TRN walked survey and undertaken by accredited Surveyors;
- Reactive Maintenance Data; analyses defect locations and category of defects (by asset and treatment)
- CHAIN Enquiries Public concerns on the carriageway condition;
- Accident records: Skid related accidents derived from Police records;

- Strategic Routes and Amenities: Identifying the location of schools, hospital, emergency services and residential homes on tertiary network and giving priority; g) Safety Inspections condition, comments and recommendations;
- Road sections of concern to PCC.

These data sources have been designed to conform to good industry practice and also take into account public feedback, local knowledge of a non-engineering manner, such as location and the number of issues that have been reported in these locations.

ii) Second Stage (Analysing the date to produce a list of roads to be repaired) :

The second stage is analysing this data and then utilising a statistical based approach a first indicative list is produced.
The list of sections generated by this distribution is then categorised by Strategic Location.
Site validation by in depth visual inspections is then carried out by Ensign/Colas and PCC.
A provisional list of sites to treat from the validation survey is then generated with High, medium and low categories.

iii) Third Stage (Assessment by PCC Engineers)

This list is then assessed by PCC engineers and upon consultation with the Cabinet Member for Traffic and Transportation, the final list is generated. Following that, Ensign prepares the design briefs, programme and budget for final acceptance. This methodology was agreed by T&T in 2016.

iv) Fourth Stage (Construction stage)

Construction works are carried out by Colas.

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Appendix D: Programme of Surveys and Definitions

Month	Survey
Sept-Oct	Deflectograph - Primary routes only
May- Sept	SCRIM (3 Cycles) - Primary and Secondary routes only
Oct -Nov	Coarse Visual Inspections (CVI)
Throughout the year	Safety Inspections

Notes:

Deflectograph - measuring road structural condition

The structural condition of the road to be derived from the measured deflections, given the past traffic loading and the construction of the road pavement.

SCRIM - Measuring skid resistance

Skid resistance is a measure of the road surface contribution to the frictional forces developed between a vehicle's tyres and the road when accelerating, braking or cornering. It is generally measured after the road has been wetted and data can be collected in various ways. The method most widely used on roads is the Sideway-force Coefficient Routine Investigation Machine (SCRIM)

Visual Surveys

Coarse Visual Inspection – a method of inspecting road condition at network level developed as part of the UK Pavement Management System.

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Portsmouth CITY COUNCIL

Title of meeting:	Traffic and Transportation Decision Meeting
Date of meeting:	23 March 2023
Subject:	Active Travel Improvements TRO 206/2022
Report by:	Tristan Samuels, Director of Regeneration
Report author:	Chi Sharpe, Active Travel Officer
Wards affected:	St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1 The purpose of this report is to gain approval from the Cabinet Member for Traffic and Transportation construction of the Active Travel Improvements advertised under Traffic Regulation Order 206/2022 in Isambard Brunel Road following a formal objection from the Portsmouth Cycle Forum.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Approves the implementation of TRO 206/2022 for the introduction of the bus, taxi and cycle lanes and the revocation of the order, following formal consultation.

3. Background

3.1 In December 2021 a report paper was presented to release funding for active travel improvements from Isambard Brunel Road leading to Elm Grove. These consisted of six steps (shown in appendix A) to improve cycling along this route. Steps one and two are addressed by the design which is outlined in appendix A.

3.2 Following approval to proceed, and during the feasibility design stage, it was found that revisions to the initial concept design would be required. In order to ensure the design was safe for all road users, along with conforming to LTN1/20, the dropped

kerb on the roundabout and the path between Wellington Road and Waterloo Road have been removed.

3.3 Further study indicated that a modal filter at the junction of Winston Churchill Avenue/ St James Road, which is being picked up under the East West Active Travel Corridor, would be the most appropriate way to cross into the south of the city from Isambard Brunel Roundabout. Following consultation for the changes of parking in this location, if approved, the signage for this route will then be installed and complete steps 4, 5 and 6 of the staged process.

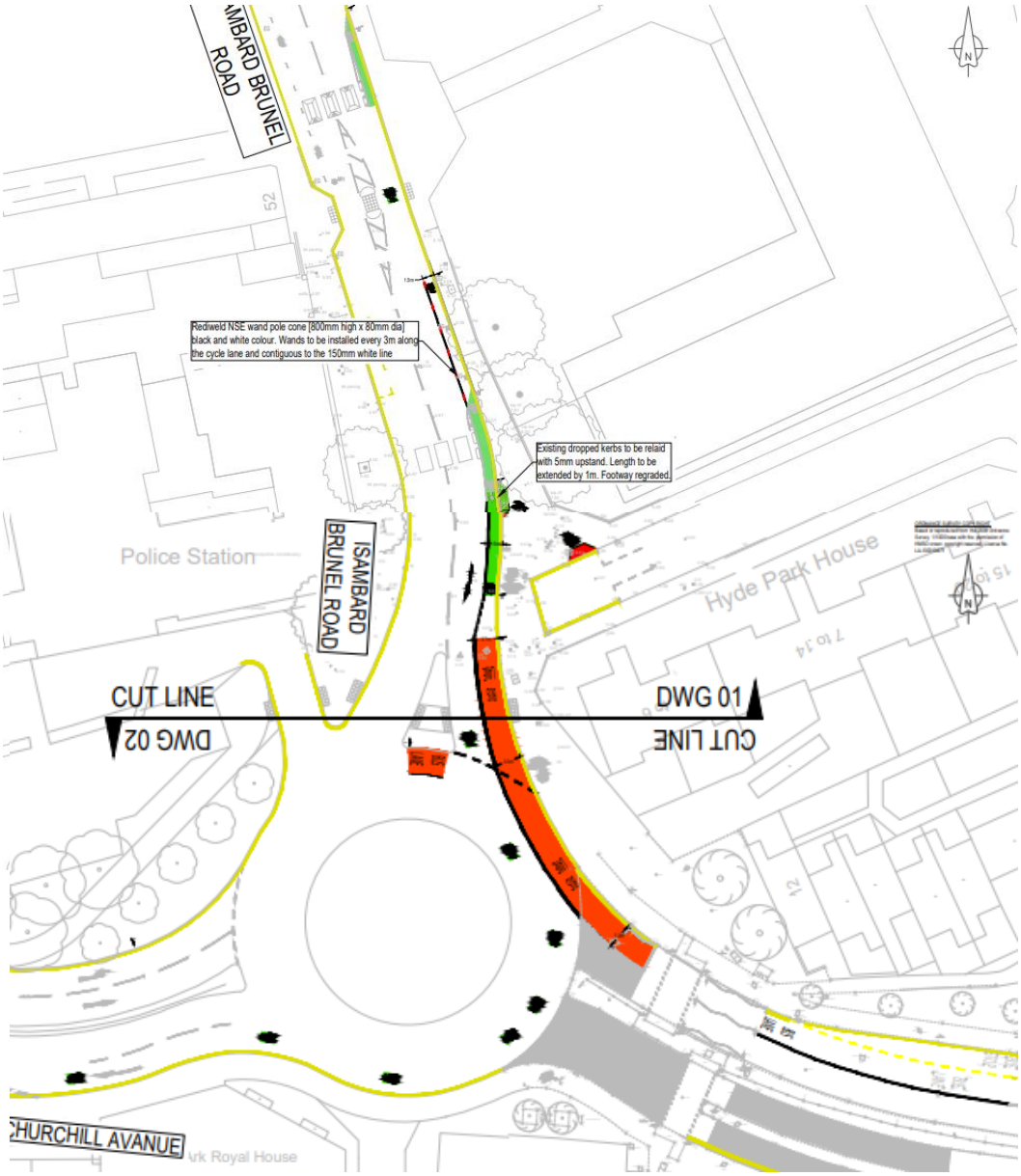
3.4 TRO 206/2022 was published on the 6th of December 2022 and can be found in Appendix C. The TRO received a formal objection from the Portsmouth Cycle Forum (PCF), a community action and advocacy group on behalf of cyclists in the city.

3.5 The proposed cycle lanes and infrastructure changes do not legally require a TRO to be installed and did not form part of the TRO consultation. TRO 206/2022 was published to gather feedback on the reintroduction of the bus lane and school zig zags which do require a TRO.

4. Isambard Brunel proposed design

4.1 The current proposals following a full Road Safety Audit and design feasibility are as follows:

1. Maintain the existing road markings in front of the school;
2. Extend the dropped kerb to Hyde Park Road from 2 metres to 3 metres and reduces the kerb height from 25mm to 5mm;
3. Introduce a new dropped kerb onto Hyde Park Road allowing cyclists to transition onto the road;
4. Introduce a new bus lane which can be used by cyclists to turn left onto Winston Churchill Avenue; and
5. Add cycle symbol TSRGD 1057 onto the roundabout for the following reasons: to alert other road users that cyclists should be expected at this location, to suggest a recommended line of travel for those travelling by bicycle, and to indicate the desired route for cyclists to take at this decision point.



4.2 It is important to note that the proposals are only part of this project. Parts 4, 5 and 6 from the original proposals will form part of the East West Active Travel Corridor, which will go through a full separate public consultation, following approval of the original report.

5 Portsmouth Cycle Forum objection

5.1 The information below outlines Portsmouth City Councils comments on the formal objection to TRO 206/2022 (Appendix B).

5.1.1 During the feasibility of the scheme, it was found that the proposed dropped kerb on the roundabout could not be accommodated and that the width of pathway between Wellington and Waterloo Road was too narrow to meet minimum requirements for shared use under LTN/120. After internal discussions the team looked at other solutions and it is now proposed that the St James Road cyclist only turn off which is being picked up under the East West Active Travel Corridor would be the most appropriate way to cross into the south of the city from Isambard Brunel Roundabout.

5.1.2 Other options for the Hyde Park Road were considered and removed because of the low return on improvement to the area. Portsmouth City Council have requested that their highways design engineers design and cost a preferred design suggested by the PCF. If this can be accommodated from a road safety perspective and there is sufficient budget, the council will look to implement the design proposed by the PCF. The council will advise the PCF on the outcome of that feasibility work. If the outcome shows that PCF's preferred solution is not viable, the council will move forward with the current proposal and monitor this location.

5.1.3 Although there is an overall desire for a segregated southbound lane, following feasibility study, it was identified that this would not be achievable given the current layout of the highway.

5.1.4 The original Traffic and Transportation decision did not include provision for a southbound or northbound lane. The point noted in this objection relating to double yellow lines and the impact that this will have on any potential loading along this stretch, has been acknowledged. As such, a decision has been made to retain the existing road markings outside of the school and no additional segregation will be used.

5.1.5 During the consultation for TRO 206/2022 it was found that the map provided for the TRO was out of date. When this was identified, the map was updated on the website and parties were informed of this change. Those who had provided a response to the TRO were given extra time to respond and make a representation or objection, to which the Portsmouth Cycle Forum have. The proposed cycle lanes and infrastructure changes do not legally require a TRO to be installed and as such didn’t form part of this TRO consultation.

5.1.6 TTRO 206/2022 was published to gather feedback on the reintroduction of the bus lane and school zig zag removal which does require a TRO. A new process has been put in place to prevent old documentation from being published in future TRO publications.

6. Reasons for recommendations

6.1 Following the TRO consultation, it is recommended that the scheme is approved for implementation.

6.2 As the scheme has been through full design feasibility and a full road safety audit, the suggested improvements conform to the latest available guidance, ensuring they are suitable for all road users.

6.3 The design meets the overall aim of the project by providing safer and more accessible infrastructure for vulnerable road users, thus facilitating a modal shift, and improving the health and wellbeing of residents and visitors. Additionally, it seeks to reduce journey time for sustainable modes of transport, further reducing traffic congestion and improving air quality.

6.4 The Portsmouth Transport Strategy[1] has an overarching vision of providing a people centred transport network that focusses on walking, cycling and public transport by 2038. To work towards this strategic objective, it is essential that the cycling and walking infrastructure feels safe and is easy to use.
Currently, commuters and utility cyclists face multiple stops and delays as they navigate the route, and it is not accessible for those using adapted or recumbent cycles. The proposed improvements will remove existing hazards and obstacles, making this section of the route more attractive to new and existing users.

6.5 The construction will be monitored pre and post construction to assess the suitability and success of the improvements which have been proposed.

7. Integrated impact assessment

A full integrated impact assessment is included within this report.

8. Legal implications

8.1 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."

[1] Portsmouth Transport Strategy 2021-2038

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

8.3 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.

8.4 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.

8.5 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.

9. Director of Finance's comments

9.1 The cost of these works will be funded from the Active Travel Improvement Fund 2021/22 budget within the Local Transport Plan (LTP) allocation in the approved capital programme.

9.2 The cost of around £33,000 will cover design, construction works and officer time associated with the scheme.

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Signed by:

Portsmouth CITY COUNCIL

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
Full Council 13th October 2021 Local Transport Plan 4 adoption	https://democracy.portsmouth.gov.uk/documents/s34548/Cabinet%2022%20June%2021%20-%20LTP4%20report.pdf
LTN120	Cycle Infrastructure Design (publishing.service.gov.uk)

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

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Signed by:

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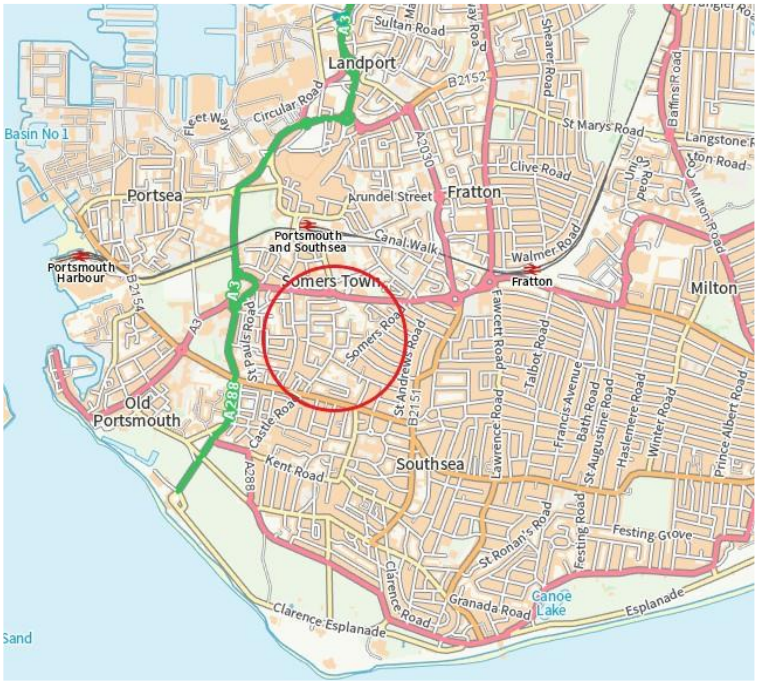
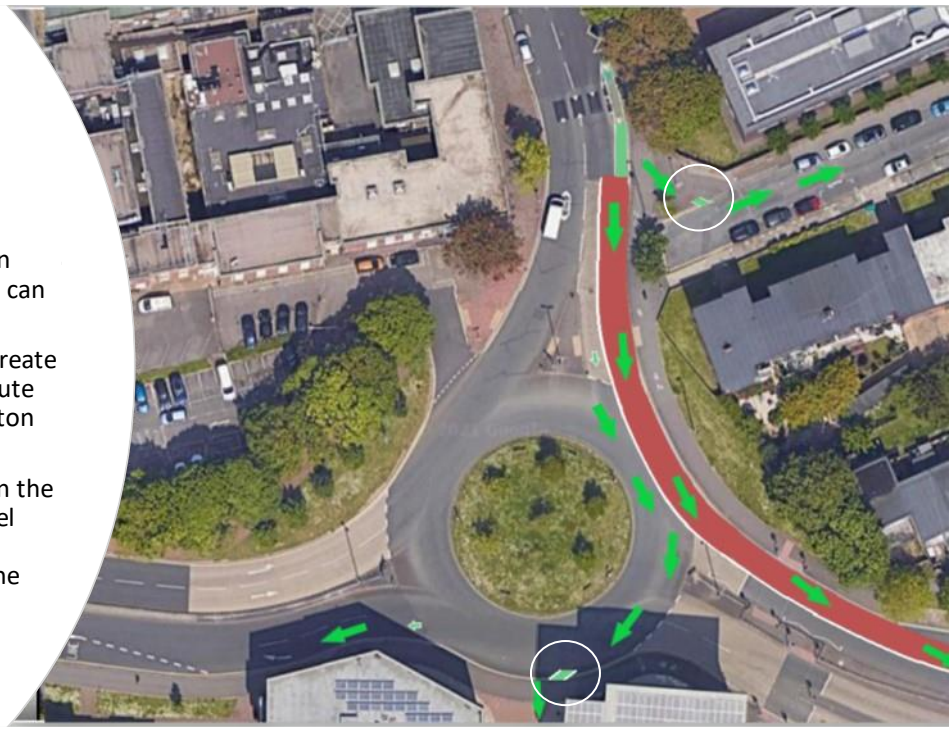
Appendix A: Active Travel improvements proposals 2021:

Active Travel Improvements 2021/2022



Isambard Brunel roundabout improvements

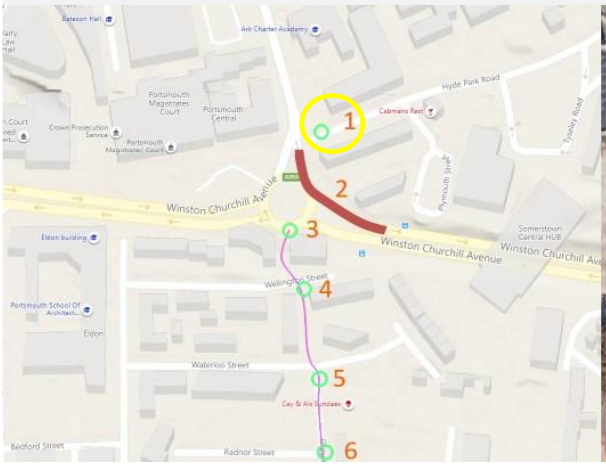
- Install a dropped kerb on Hyde Park Rd so cyclists can safely join the road.
- Extend the bus lane to create a continuous on-road route for cyclists joining Winston Churchill Ave.
- Install a dropped kerb on the south of Isambard Brunel roundabout so on-road cyclists can safely join the shared use path.



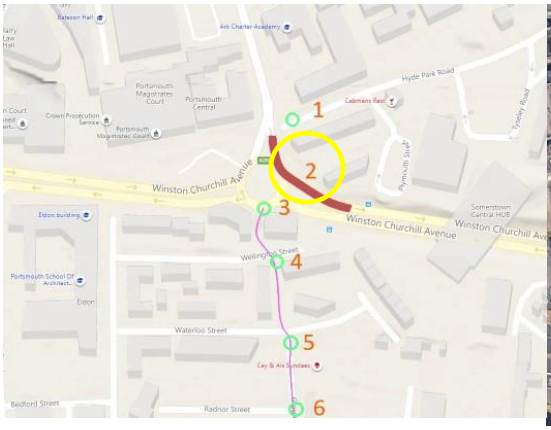
Cycling route from Isambard Brunel roundabout to Green Rd

- Connect Wellington St and Waterloo St by installing a dropped kerb.
- Install additional signage on Grosvenor St and Green Rd to connect the south of the city to the east-west active travel corridor and City Centre.
- Add on-road markings to compliment the existing traffic calming measures, like speed cushions, to ensure the route is safe and pleasant for active travel.

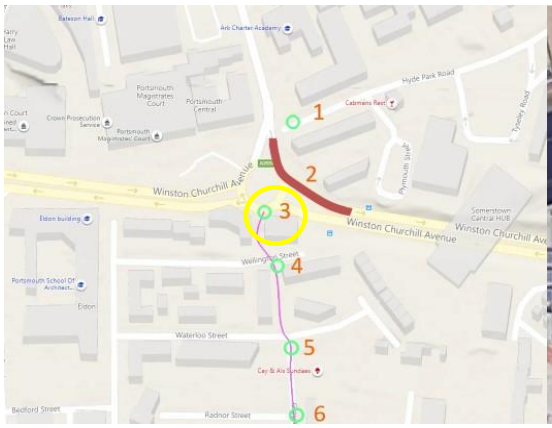
Project	Description	Reasoning
1. Dropped kerb from Isambard Brunel Rd to Hyde Park Rd	Introduce a dropped kerb for cyclists to leave the footway onto Hyde Park Rd.	There is no dropped kerb to take cyclist onto Hyde Park Rd. A cyclist would need to drop down off a full height kerb to reach the carriageway. Increasing risk of injury. Likewise, this route would be inaccessible for those on adapted or recumbent cycles.

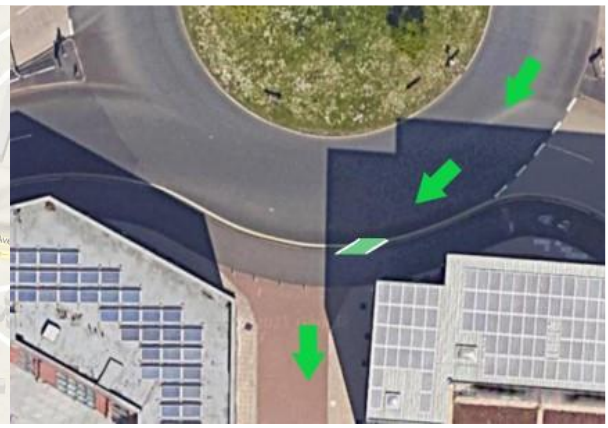


Project	Description	Reasoning
2. Isambard Brunel roundabout bus lane extension	Reintroduce and extend the bus lane from the south of Isambard Brunel Rd turning east onto Winston Churchill Ave.	To allow buses and cyclists to have a continuous route onto Winston Churchill Ave, avoiding conflict between vehicles on the roundabout, and pedestrians on the footway.

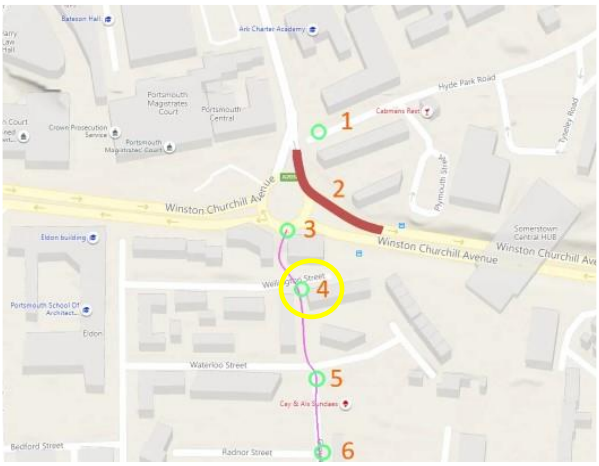


Project	Description	Reasoning
3. Dropped kerb on the southern part of Isambard Brunel roundabout	Introduce a dropped kerb for cyclists to exit the roundabout to head south.	The dropped kerb will allow cyclists to safely join the shared use pavement and join the north-south route through Wellington St, Waterloo St, Grosvenor St, into Green Rd.

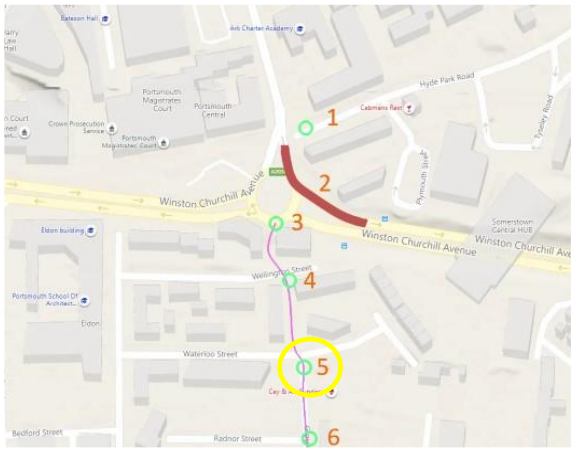


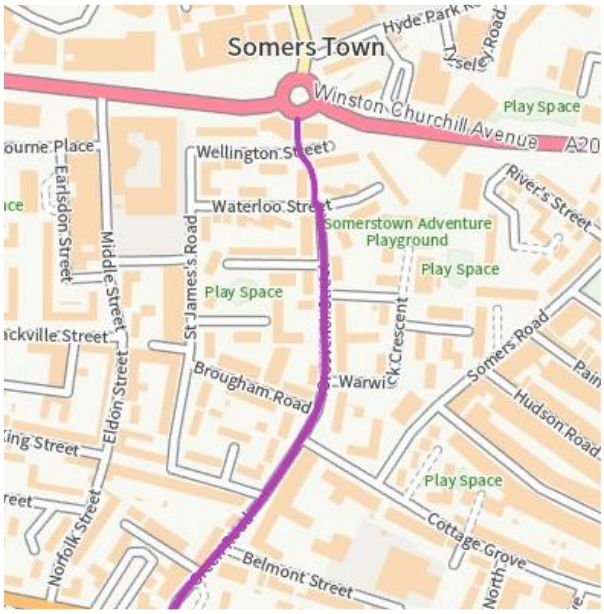


Project	Description	Reasoning
4. Cycling signage and dropped kerb on Wellington St	Install a dropped kerb on Wellington St and further cycle route signage towards Green Rd.	This will create a new route for cyclists to travel from the south of the city to the City Centre and/or join the east-west active travel corridor.

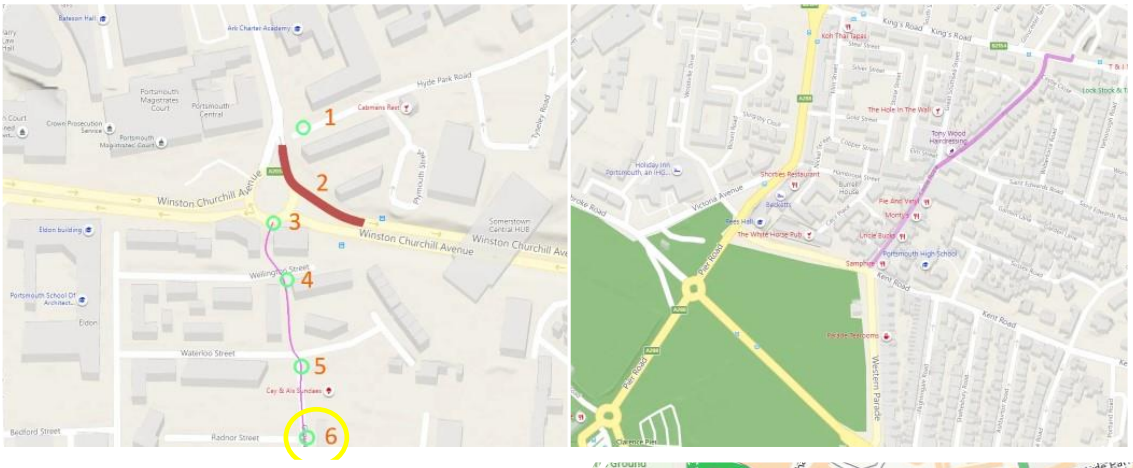


Project	Description	Reasoning
5. Cycle route signage on Grosvenor St and Green Rd	Installing signage to create a cycle route connecting the south of the city to the east-west corridor and the City Centre.	This road has limited motortraffic and actively limits speed through use of speed cushions. It could therefore be used to extend the cycle route with minimal changes to infrastructure.



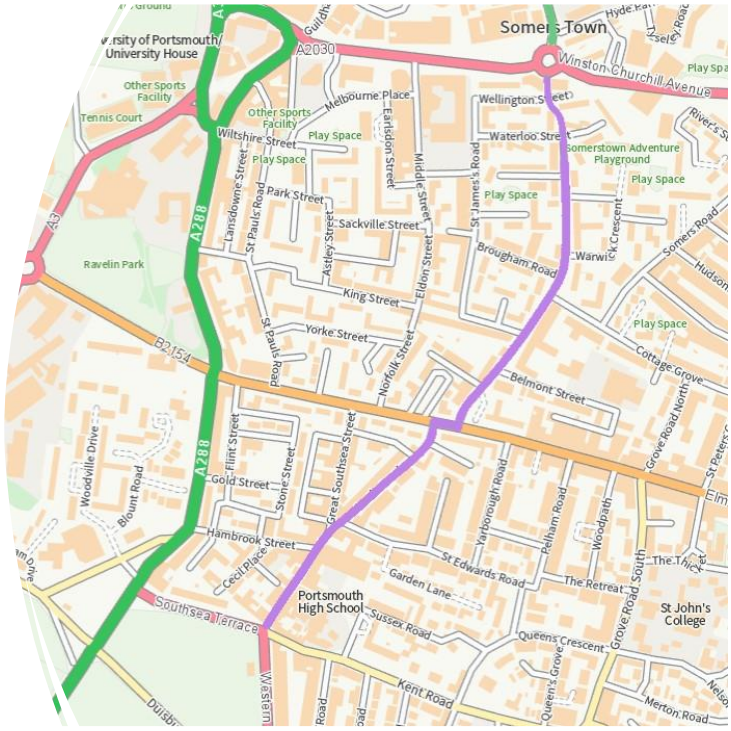


Project	Description	Reasoning
6. Potential to extend the cycling route from Green Rd to Castle Road and Clarence Pier	Extend the north -south cycle route from Green Rd to Castle Rd and Clarence Pier using signage and minor improvements.	The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.



Potential for an extended north-south route

- The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.
- This extended route will require additional work and may be beyond the scope and budget of the Active Travel Improvements.
- It however demonstrates the potential for our improvements to benefit the wider active travel network.



Appendix B: Portsmouth Cycle Forum formal objection

TRO Ref: 206/2022
Location: Isambard Brunel Road
Portsmouth Cycle Forum response

Portsmouth Cycle Forum has previously supported the extension of the bus lane and the creation of a southbound segregated cycle lane in Isambard Brunel Road that follows the vision for the Council's Local Transport Plan 4 to create a people-centred travel system. This was a scheme for which we made a supportive deputation when the funding approval decision was taken at the Traffic and Transportation meeting in December 2021.

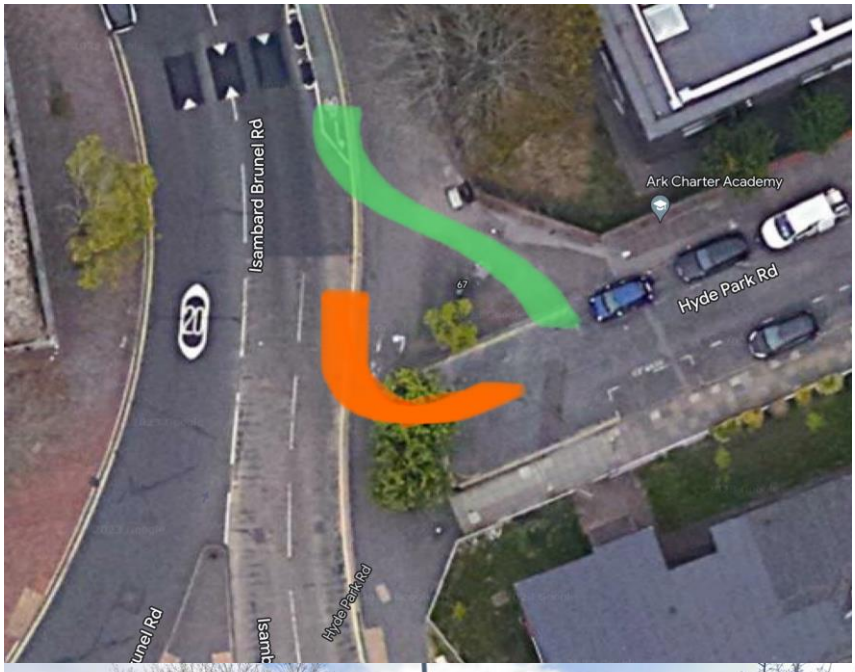
However we are extremely concerned about the status of the current design as an active travel project and therefore are lodging a formal **OBJECTION** against this TRO.

The report supporting the original funding decision stated *"The Active Travel Team has been allocated £100,000 from the Local Transport Plan 3 (LTP3) 20/21 budget to implement active travel improvements in the city."* and highlighted some of the issues that currently affect people cycling in this area of the city. *"This area will directly link to the developing east-west active travel corridor. It is essential that residents living around travel corridors are given good access links. These proposals seek to ensure that residents to the north and south of the corridor can easily and conveniently join and exit the route.*

We would suggest that the scheme that was consulted on does not achieve this stated aim. There are NO new facilities south of the Isambard Brunel Road entry to the roundabout. An intended dropped kerb to allow cyclists to access the existing shared path has been removed.

Our original deputation in December 2021 highlighted some concerns with the scheme that we hoped would be answered during the design stage. Whilst the request to lengthen and shallow the angle of the dropped kerb onto the shared path at Isambard Brunel Road has been answered, the placement of the dropped kerb in Hyde Park Road is still of a concern given that it is placed adjacent to the end of the parking bay. This results in cyclists being put into conflict with pedestrians around the high school wall and subsequent unsighted corner, being hidden from sight of motor vehicles as they join the carriageway, and the dropped kerb is still not protected from anti-social parking blocking its use. Our re-iteration of this point in our initial response to the TRO consultation received the following response *"A scheme initially proposed steel bollards within the carriageway on Hyde Park Road to deter illegal parking. During the Road Safety Audit, it was noted that 'there would be a risk of vehicle collisions with bollards in (the) carriageway' and as such, the decision was made to remove this in the interest of safety."* We surmise that the risk of a motor vehicle hitting a bollard is of more concern than a person cycling being hit by a vehicle, and ask if any other option was considered as part of the design, for instance moving the existing bench to a different location as well as moving the

Isambard Brunel Road dropped kerb further south towards the end of the green painted lane to facilitate a direct entry to the end of the closed road. This would result in a shorter distance travelled on / across the shared path and joining Hyde Park Road in full view of any vehicles using the road (see images below - note vehicle parked at proposed dropped kerb location in the Streetview image):



Additionally we highlighted the need that the final scheme worked for users travelling in both directions. In the case of Hyde Park Road above there is no improvement of west or north bound travellers rejoining Isambard Brunel Road. In terms of people cycling from the south, they still need to use the toucan crossings to get north of the roundabout and suffer from the same issue of accessing Isambard Brunel Road from the shared path.

In section 5 of the December 2021 T&T report the 'Reasons for Recommendations' paragraphs 5.3 & 5.4 highlighted the issue of cyclists using the Toucan crossing. Paragraph 5.5 concluded. *"All these marginal inconveniences add up to make active*

travel less appealing, and driving more appealing. In turn, this leads to increased driving, congestion, air pollution, carbon emissions and physical inactivity."

In our deputation we highlighted and praised this section: *"The acknowledgement that the existing arrangement for cyclists is not attractive when using the shared path and a two-stage controlled crossing due to the extra time and effort it takes, is particularly pleasing as it recognises that under the Government Gear Change strategy which was launched last year that cyclists must be treated as vehicles and not pedestrians."*

Unfortunately, other than the minimal addition of paint to the carriageway in the form of cycle symbols, the issue of Toucan crossing use has not been seriously addressed.

We then come the drawings submitted as part of the TRO process and put to consultation in December 2022. The removal of the School Keep Clear zig-zag markings in favour of a new southbound segregated and protected cycle lane was welcomed. However there was no statement of width for the lane, something we would need for confirmation it meets minimum design guidance under LTN1/20. The addition of a protected northbound lane was also pleasing. Approximately 60 metres of new protected cycle lanes were designed in this iteration of the design.

Since the consultation closed in early January, we have been sent updated drawings (Tender Issue dated Dec 2022) to answer our questions about the scheme design which considerably reduces the provision of protected cycle lanes to a total of around 8 metres immediately leading into the existing southern provision of wands and lane demarcation. Our original comment requesting further protection south of this location to the end of the end of the green painted cycle was responded to with the comment *'Light Segregation will be provided where there is a mandatory cycle lane.'* This will add a further 9 metres of protection, but still means there is less than one third of the protected lanes proposed now than during the TRO consultation.

In addition, the width of the cycle has now included showing a width of 1.5metres marked to the centre of the white line, along with the note *"Wands to be installed every 3m along the cycle lane and contiguous to the 150mm white line'* The definition of contiguous is *"being in actual contact : touching along a boundary or at a point'* Our understanding of the recent design guidance changes is that the absolute minimum 1.5metres is measured from the inside of any wand or bollard, rather than the distance from the centre of white line.

LTN1/20	page 43 table 5-2 - cycle lane and track widths
	page 81 section 7.6.4 -Traffic calming measures and cycling

Therefore wands set inside but 'touching the edge' of the white line will result in a cycle lane where the effective width is less than the minimum 1.5 metres and may exclude certain types of user. Given that the effective width of the existing provision in Isambard Brunel Road is measured at around 1.7 metres, there is no reason why the effective width of any new installation should not match that given the lane width remains consistent.

The northbound cycle lane has also been removed from the revised scheme: *"following the Road Safety Assessment it was noted that there would be possible conflicts with vehicles and it was felt that the police parking would need to be removed to accommodate this change."*

This is the second time that a Road Safety Assessment has been referred to. Surely any scheme sent out for public consultation should have already been subjected for a Road Safety Audit to ensure that it is vaguely achievable, with any changes to the design required as a result of the RSA to have been made before going public. This will inevitably determine the final design more than any feedback received from the public. If we had accepted and supported the scheme as consulted upon in December there would have been no awareness that the scheme had already been drastically changed in scope as part of statutory requirements of the design process.

To suggest that 60 metres of protected cycle lanes are to be installed and then discover that only 30% is feasible within the legal constraints is insulting to those of us who spend time promoting, studying and responding to consultations in good faith.

Linked to the above point, the full length of the protected southbound cycle lane has now been shortened to the remaining 8 metres mentioned above due the width of the road around the informal crossing point between Charter Academy and the police station. A point we highlighted ourselves in our TRO response. *"It is not proposed to remove the existing informal crossing, and as such there will be a small section of Advisory Cycle Lane at this location."* The result of this change now means that with the removal of the school zig-zags in favour solely of double yellow lines, now opens up this kerb line to more anti-social parking, waiting and loading particularly at the start and end of the school day, thus placing people cycling into more danger than is currently the case, as is clearly seen on other double yellow lines around the city.

In conclusion, it is our belief that the revised design scheme does very little to enhance active travel in this area of the city. Instead the main gain in provision is the 100 yards of extended bus lane that no doubt assists bus priority and reliability but does not fulfil many of the LTP4 strategic outcomes as listed in the original December 2021 report:

- *Improved journey time reliability for **all modes**.*
- ***Improved road safety** within the sub-region.*
- ***Improved accessibility** within and beyond the sub-region*
- *Improved air quality and environment largely through reduction of greenhouse gas emissions.*

For those reasons Portsmouth Cycle Forum **OBJECTS** to the scheme as currently presented under TRO 206/2022.

Ian Saunders
Committee Member
For and on behalf of the members of PCF

12th February 2023

Who we are

Portsmouth Cycle Forum is an award winning, independent, volunteer led cycle campaign group representing approximately 450 members and the needs of people who already cycle, or would like to cycle in our city for their everyday journeys.

Our vision - set out in A City To Share (launched Nov 2015) and since adopted by Portsmouth City Council - is that Portsmouth becomes the pre-eminent cycling city of the UK and:

A city fit for the future: a healthy, safe, sustainable, prosperous city that people want to live in, to work in and to visit. A city where we share spaces, co-operate with each other and treat one another with courtesy and respect.

A safer city
People of all ages will feel protected and respected on the roads and safe to travel independently within the city.

Improved health outcomes
People will be healthier for longer with reduced obesity levels and reduced strain on local health services. The number and severity of accidents on the road will be substantially reduced bringing further benefits.

A stronger local economy
Cycling will favour the use of local businesses rather than large out of town centres. Less congestion with increased transport capacity will benefit businesses across the city.

A better environment
A reduction in the volume of traffic will reduce the primary source of air pollution in the city. This will bring further benefits to the health of all and prevent many early deaths. There will also be benefits from the reduced carbon footprint of our low-lying city.

A fairer, more liveable city
A shift in transport away from the dominance of the road infrastructure by the private motor vehicle to cycling and walking will deliver benefits to the whole city, not just to those who cycle.

Appendix C: TRO 206/2022

THE PORTSMOUTH CITY COUNCIL (ISAMBARD BRUNEL ROAD & WINSTON CHURCHILL AVENUE) (BUS TAXI AND CYCLE LANE) (NO.206) ORDER 2022

Notice is hereby given that the Portsmouth City Council intends to make the above Order under Sections 1, 2, 3, 4 and 124 of the Road Traffic Regulation Act 1984 ("the 1984 Act") as amended by the Road Traffic Act 1991 ("the 1991 Act), the Traffic Management Act 2004 ("the 2004 Act"), and of all other enabling powers and after consulting the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act.

The effect of the Order will be to introduce Bus, Taxi and Cycle Lanes at the following locations:

Isambard Brunel Road The inside lane of the south-eastern side from a point 4 metres south of its projected southern kerbline with Hyde Park Road to its junction with Winston Churchill Avenue Roundabout in a south easterly direction.

Winston Churchill Avenue roundabout The inside lane of the main carriageway from the eastern side of the northern arm of Isambard Brunel Road in an easterly direction around the roundabout to its junction with the eastern arm of Winston Churchill Avenue.

Winston Churchill Avenue The inside lane of the eastbound carriageway from its junction with Winston Churchill Avenue Roundabout to a point 42 metres east of that point.

Proposed revocations as part of this Order:

THE PORTSMOUTH CITY COUNCIL (CONSOLIDATION) (ON-STREET PARKING PLACES AND RESTRICTIONS ON WAITING AND LOADING) (NO.1) ORDER 2022 SCHEDULE 112 SCHOOL KEEP CLEAR MONDAY TO FRIDAY 8AM - 5PM Lengths of Roads and Sides of Lengths of Roads 3.

ISAMBARD BRUNEL ROAD The east side from a point 22 metres north of its junction with Hyde Park Road, in a northerly direction for a distance of 37 metres.

A copy of this Notice, the draft Order, plans and Statement of Reasons for proposing to make the Order are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2022" 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.

Any objections to the making of the Order should be forwarded to TROteam@portsmouthcc.gov.uk or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 206/2022 by 3 rd January 2023 stating name and address details and the grounds of objection, support or comment. Dated : 6 th December 2022 Felicity Tidbury, Assistant Director of Regeneration (Transport) Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix E: Full Road Safety Audit:

Project Name: HWI1241 Active Travel Improvements - Isambard Brunel Rd, Portsmouth.

Report Title: Stage 1 / 2 Road Safety Audit.

Date: 24th August 2022.

Client: Portsmouth City Council.

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	24/08/2022
Audit Team Member:	Lee Turner	Road Safety Auditor	24/08/2022
Approved By:	Peter Ronald	Director	24/08/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	24/08/2022	Draft	PR	LT	PR
A	24/08/2022	Final	PR	LT	PR

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1. Executive Summary

1.1 This scheme is promoted by Portsmouth City Council. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 15th August 2022.

2. Introduction

2.1 This report results from a Stage 1 / 2 Road Safety Audit carried out on proposals to install advisory and mandatory cycle lanes on Isambard Brunel Road, and a bus lane at the roundabout junction of Isambard Brunel Road & Winston Churchill Avenue, in Portsmouth. It is also proposed to amend and install dropped kerbs at the end of Hyde Park Road.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I. Eng., AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).
(Audit Team Leader)

Lee Turner MCIHT.
(Audit Team Member)

2.3 **Audit Site Visit**

A site visit was undertaken on Thursday 18th August 2022 by the Audit Team between 7pm and 7.45pm. The weather was dry and cloudy. Traffic flows were low and minimal pedestrian and cycle movements were observed. Vehicle speeds were perceived to be within the posted speed limits along the affected roads.

The Audit also comprised an examination of the drawings provided by Portsmouth City Council and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the specific design details shown on the drawings.

2.4 **Strategic Decisions**

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 **Audit Brief**

The Audit Team have not been provided with a Road Safety Audit Brief by Portsmouth City Council.

2.6 **Terms of Reference**

The terms of reference of the audit are based on "Guidelines For the Safety Audit of Highway Schemes" published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 Unknown.

5. Existing Environment

5.1 Hyde Park Road is a single carriageway residential cul-de-sac with street lighting and double yellow lines at its western end at the new dropped kerb.

5.2 Isambard Brunel Road is a single carriageway local distributor road that extends off the roundabout junction with Winston Churchill Avenue. It has footways on both sides fronting a School and Police station. It also has traffic calming installed along its length in the form of a series of speed cushions and is subject to a 20mph speed limit.

5.3 There is an advisory cycle lane present along the east side of the road in front of the school that ends before the junction of Hyde Park Road where cycles are diverted onto the adjacent footway. There is a system of street lighting present.

6. Collision Data

6.1 The Audit Team has not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there have been two personal injury collisions on the length of Isambard Brunel Road and the adjacent roundabout in the vicinity of the proposed works during the 2017 - 2021 five-year period.

6.2 One slight collision occurred in 2020 on Isambard Brunel Road in front of the Police Station and involved two vehicles, and one serious collision occurred in 2020 on the roundabout where the new bus lane is being introduced which also involved two vehicles. No other information is available.

7. Survey Information

7.1 The audit team have not been provided with traffic flow or speed data.

8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
B1	**General**		
B1.1	Departures from Standards		
B1.2	Drainage		
B1.3	Climatic Conditions		
B1.4	Landscaping		
B1.5	Public Utilities/Services Apparatus	Problem	(8.1) Access issues for road sweeper / gulley sucker adjacent to Orcas.
B1.6	Lay-bys		
B1.7	Access		
B1.8	Skid Resistance		
B1.9	Agriculture		
B1.10	Fences and Road Restraint Systems		
B1.11	Adjacent Developments and Roads		
B1.12	Basic Design Layout	Problem	(8.2) Insufficient width of carriageway adjacent to speed cushions to accommodate new road layout.
B2	**Local Alignment**		
B2.1	Visibility		
B2.2	New/Existing Road Interface		
B3	**Junctions**		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing		
B3.4	Road Markings	Problem	(8.3) Proposed bus lane removes half of the circulatory carriageway on the roundabout with

			no advanced markings or signs to guide drivers safely around roundabout.
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		
B3.8	Traffic Signals		
B4	**Non-Motorised User Provision**		
B4.1	Adjacent Land		
B4.2	Pedestrians		
B4.3	Cyclists	Problem	(8.4) Proposed layout of advisory cycle lane around police parking bay will result in conflict with adjacent vehicles who will not straddle speed cushions on angle to avoid cycle lane.
B4.4	Equestrians		
B5	**Road Signs, Carriageway Markings and Lighting**		
B5.1	ADS and Local Traffic Signs	Problems	(8.5) Proposed bollards located in carriageway will cause an obstruction for vehicles turning at end of road. (8.6) No regulatory signs detailed for new cycle or bus lanes. (8.7) Existing school keep clear signs require removal.
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

8.1 *Problem* (Item B1.5)	
Location:	Lengths of cycle lane bordered by WandOrcas.
Summary:	Wand Orcas preventing maintenance access to carriageway channel.
There are lengths of cycle lane along Isambard Brunel Road that are to be bordered by WandOrcas. The audit team questions how maintenance works such	

as road sweeping, and gulley sucking will be carried out in these circumstances. Lack of maintenance resulting in the accumulation of debris in the channel and ponding caused by blocked gullies may cause loss of control / stability problems for cyclists.
TYPE OF CONFLICT/COLLISION
Loss of control / stability problems for cyclists.
RECOMMENDATION
Ensure cyclical maintenance works such as road sweeping, and gulley sucking can still be carried out.

8.2 **Problem (Item B1.12)**	
Location:	Isambard Brunel Road, west side.
Summary:	Insufficient carriageway width to accommodate the scheme as detailed.

A new cycle lane with satellite island is detailed similar to the opposite side of the road. There is only 2.5m carriageway width adjacent to the speed cushion to accommodate the cycle lane and island (3.2m wide on opposite side of road). This reduced width will result in an inadequate width cycle lane and insufficient clearance adjacent to the existing speed cushion for cycles and vehicles to pass safely. Amend design to suit available carriageway width.

TYPE OF CONFLICT/COLLISION
Risk of collisions due to inadequate widths either side of satellite island.
RECOMMENDATION
Amend design to suit available carriageway width.

8.3 Problem** (Item B3.4)**	
Location:	Winston Churchill Avenue Roundabout.
Summary:	No advance warning of bus lane on part of roundabout circulatory carriageway.

A new bus lane is detailed on the northeast side of the Winston Churchill Avenue Roundabout. The bus lane reduces the available circulatory carriageway for vehicles travelling from the west, requiring vehicles to move over to the right. An area of hatching is required adjacent to the Isambard Brunel Road splitter island to guide vehicles into the right-hand side of the carriageway on the approach to the bus lane, and advance signage should also be provided.
TYPE OF CONFLICT/COLLISION
Risk of side swipe collisions due to vehicles having to move over to the offside at the bus lane.
RECOMMENDATION
Provide an area of hatching adjacent to the Isambard Brunel Road splitter island to guide vehicles into the right-hand side of the carriageway on the approach to the bus lane and provide advance signage.

8.4 *Problem* (Item B4.3)	
Location:	Isambard Brunel Road, west side.
Summary:	Proposed cycle lane in conflict with vehicles unable to straddle speed cushions on angle to avoid cycle lane.

A new cycle lane is detailed around the Police parking bay directly adjacent to the speed cushions. Vehicles will not be able to straddle the speed cushion at an angle to avoid the cycle lane resulting in conflict with cyclists in the lane. The Police parking bay should be relocated, and the scheme amended to remove the conflict.

TYPE OF CONFLICT/COLLISION

Risk of collisions due to vehicles unable to avoid cycle lane after straddling speed cushions.

RECOMMENDATION

Relocate Police parking bay and amend scheme.

8.5 *Problem* (Item B5.1)	
Location:	Hyde Park Road, west end.
Summary:	Proposed bollards in carriageway will be struck by turning vehicles.

A new dropped kerb is detailed with bollards located in the adjacent carriageway where there are already double yellow lines to prevent parking. These bollards are likely to be struck by turning vehicles at the end of the road. Do not install bollards in road as detailed.

TYPE OF CONFLICT/COLLISION

Risk of vehicle collisions with bollards in carriageway.

RECOMMENDATION

Do not install bollards in carriageway as detailed.

8.6 *Problem* (Item B5.1)	
Location:	Isambard Brunel Road, east side.
Summary:	No regulatory signs detailed for cycle lane or bus lane.
Sections of mandatory cycle lane and a bus lane are detailed without any of the required regulatory signs. These signs are necessary to ensure the lanes are legal and enforceable.	
TYPE OF CONFLICT/COLLISION	
Risk of illegal unenforceable cycle and bus lanes.	
RECOMMENDATION	
Provide the required regulatory signage for the mandatory cycle lanes and the bus lane. The existing Diag. 967 advisory cycle lane signs may need relocating / removing to suit.	

8.7 *Problem* (Item B5.1)	
Location:	Isambard Brunel Road, outside School.
Summary:	Existing 'No stopping' signs require removal.

A new on carriageway cycle lane is detailed removing the existing SCHOOL KEEP CLEAR marking. The existing 'No stopping' signs should be removed as they are no longer required.

TYPE OF CONFLICT/COLLISION

Risk of vehicles parking within cycle lane causing obstruction outside times displayed on signs.

RECOMMENDATION

Remove 'No stopping' signs.

9. Nil Response/Comments

9.1 None.

10. Non-Motorised User Report (NMUs)

10.1 The scheme aims to improve cycle facilities on Isambard Brunel Road and onto Hyde Park Road. This report raises issues affecting cyclists that should be addressed.

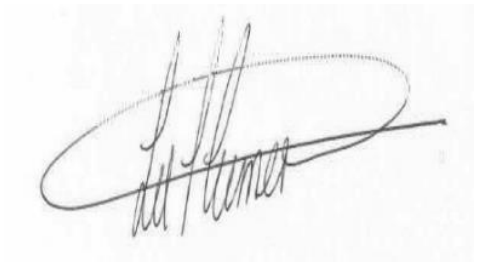
11. Audit Team Statement

11.1 I certify that we have examined the drawings listed within Appendix A and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.

Peter Ronald 24th August 2022
(Audit Team Leader)



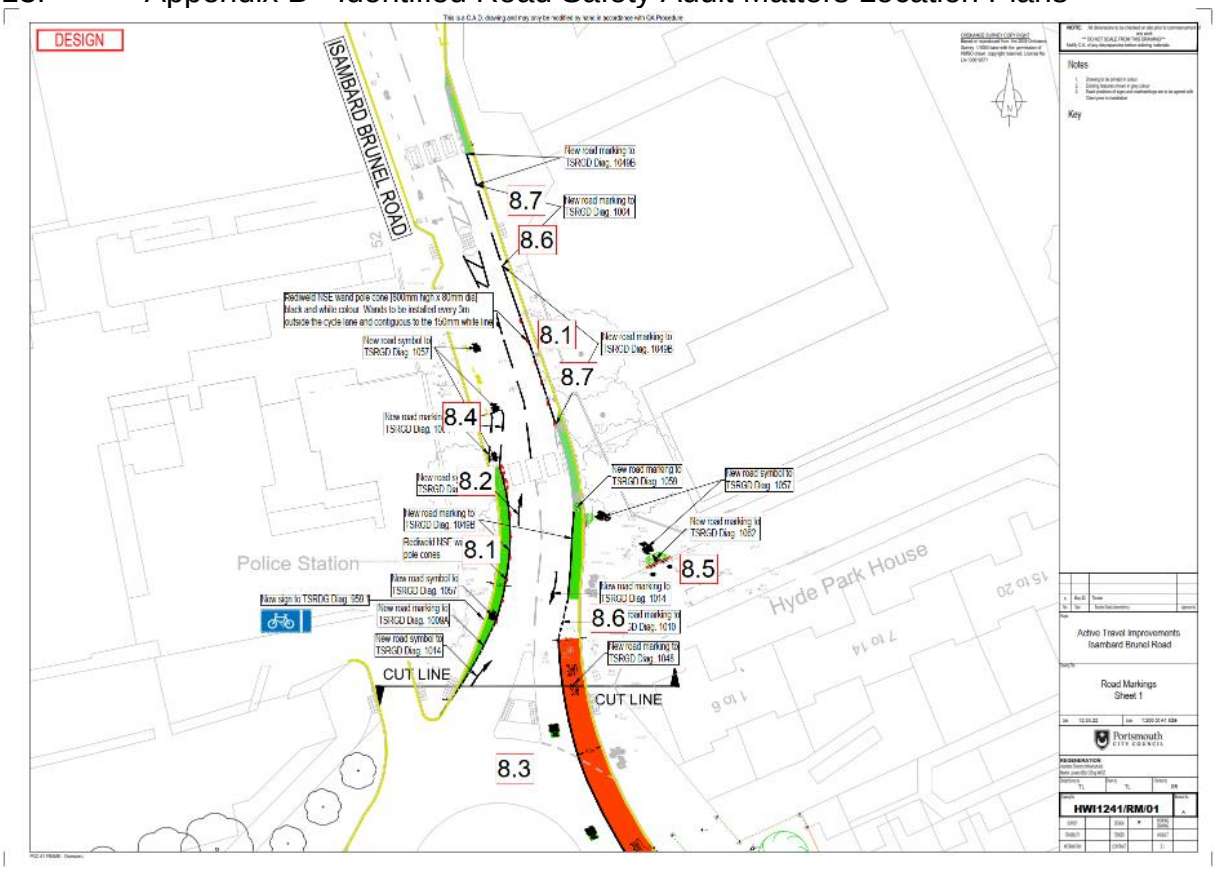
Lee Turner 24th August 2022
(Audit Team Member)

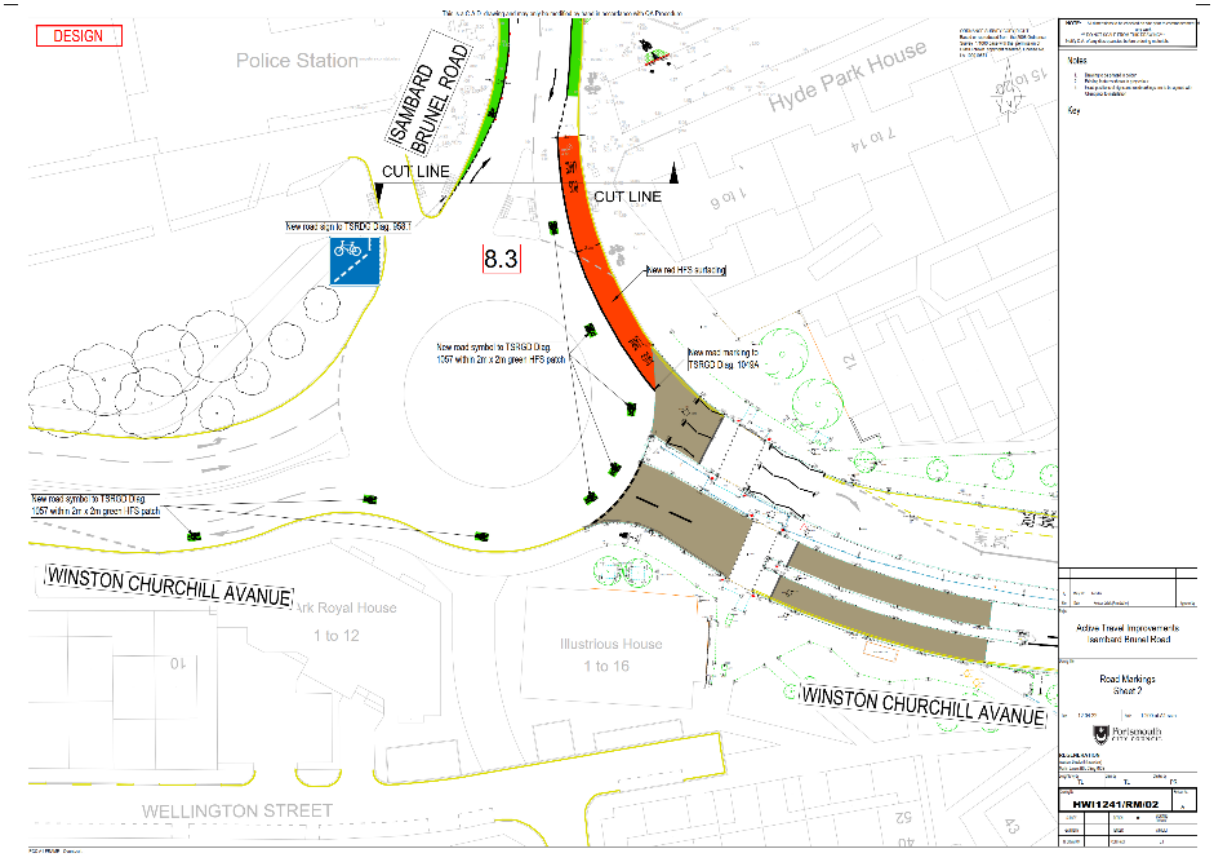
12. Appendix A - List of Documents

Drawings

Title	Drg. No.	Revision
General Arrangement – Sheet 1	HWI1241-GA-01	C
General Arrangement – Sheet 2	HWI1241-GA-02	B
Road Markings – Sheet 1	HWI1241-RM-01	A
Road Markings – Sheet 2	HWI1241-RM-02	A
Site Clearance – Sheet 1	HWI1241-SC-01	A
Site Clearance – Sheet 2	HWI1241-SC-02	A

13. Appendix B - Identified Road Safety Audit Matters Location Plans





14. Appendix C - Designer's Response to Stage 1 / 2 Road Safety Audit

Stage 1/2 Road Safety Audit DESIGNER'S ROAD SAFETY AUDIT RESPONSE **Scheme Name: HWI1241 Active Travel Improvements - Isambard Brunel Road, Portsmouth.**		
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.		
RSA Matter	**Summary of RSA Problem**	**Designer's Response**
8.1	Wand Orcas preventing maintenance access to carriageway channel.	The use of mechanical cleaning methods will not be possible, but Colas are manually cleaning other similar cycle lanes
8.2	Insufficient carriageway width to accommodate the scheme as detailed.	The northbound cycle lane has been deleted from the scheme
8.3	No advance warning of bus lane on part of roundabout circulatory carriageway.	Advance signs and road markings have been provided
8.4	Proposed cycle lane in conflict with vehicles unable to straddle speed cushions on angle to avoid cycle lane.	The northbound cycle lane has been deleted from the scheme
8.5	Proposed bollards in carriageway are likely to be struck by turning vehicles.	The bollards have been removed
8.6	No regulatory signs detailed for cycle lane or bus lane.	Diagram 958.1 signs will be added
8.7	Existing 'No stopping' signs should be removed outside school.	Removal of these signs now included on the site clearance drawings

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Portsmouth CITY COUNCIL

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - Diversity - This can be found in Section A5

Directorate: Regeneration

Service, function: Active Travel

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

TRO 206 2022

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

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

To implement small scale improvements to active travel by introducing a bus lane on Winston Churchill Avenue under TRO 206/2022 along with other small scale cycling improvements.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Consultation has taken place through Traffic Regulation Order TRO 206/2022 This has informed changes to the proposals that we make within the report paper.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	☐	★

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Active travel greatly improves both physical and mental health. This is through the direct and immediate benefit of physical exercise; which reduces rates of obesity and other chronic health conditions caused by inactivity. Physical exercise also benefits mental health and is increasingly being prescribed by GPs to improve mental health. Active travel also indirectly improves mental health by increasing social connectivity, resilience and a sense of community.

Longer-term and city-wide benefits from active travel include the reduction of motor traffic. The abundance of motor vehicle travel in a condensed city like Portsmouth has a range of damaging impacts. This includes the dangerous levels of air pollution and road traffic collisions and casualties.

How are you going to measure/check the impact of your proposal?
Benefits will be measured by tracking the rates of active travel in the neighbourhoods and across the city. Near miss reports and local community feedback will also be used to ensure that active travel is more pleasant and attractive for residents.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	★	☐

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is a direct correlation between income and car ownership; the greater a household's income the more cars they are likely to own, whereas the vast majority of low income households do not own a car. Therefore, improving the safety and experience of active travel will greatly benefit those on lower incomes

How are you going to measure/check the impact of your proposal?
Near miss reports and local community feedback will also be used to ensure that active travel is more pleasant and attractive for residents.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	☐	★

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will have no impact on the protected characteristics.

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	☐

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By improving the safety and attractiveness of active travel we will maintain and increase our levels of non-motor vehicle transportation in the city. Over 35% over the city's carbon emissions come from transport, and the level of emissions has remained flat for the last 10 years. Consequently, active travel is one of the most effective ways to reduce carbon emissions.

How are you going to measure/check the impact of your proposal?
The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS).

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?	☐	★

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	★	☐

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Portsmouth is a condensed city with an abundance of concrete. The majority of street space is dedicated to cars and their storage. By making active travel an attractive alternative to driving and car ownership, more space will be available for greenery instead of concrete and tarmac. Increased greening would allow for greater flood water run off and mitigation from heat waves.

How are you going to measure/check the impact of your proposal?
Measuring the rate of household car ownership through the National Census.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	☐	★

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	☐

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Similar to reducing carbon emissions the reduction of motor traffic will also reduce air pollution. However, the transition to electric cars and vans will not completely remove damaging particulates caused by driving. Components like tyres and brake pads, on electric cars and vans, will continue to produce particulates and worsen air quality. Therefore, encouraging active travel will provide long-term and sustainable improvements to air quality.

How are you going to measure/check the impact of your proposal?
Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?	★	☐

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Active travel will be encouraged and facilitated by providing a safer route for pedestrians and cyclists.

How are you going to measure/check the impact of your proposal?
This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the route.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	★	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By improving active travel more opportunities will be facilitated for community based interaction. This could lead to more community events like street parties and play streets. Active travel in itself also directly contributes to the city's cultural value. The city has a long history of cycling and cycling clubs. Active travel modes like roller skating and skateboarding have a strong and positive cultural impact on the city. This is especially valued by young people, and the creative community, that are less likely to participate in traditional culture and sport.

How are you going to measure/check the impact of your proposal?
This can be assessed by measuring active travel access to green space and cultural events in the city.

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	★	☐

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Young people, and those on lower incomes, are more likely to rely on active transport to travel to work, school, college and university. Improving active travel will allow those that rely on active transport to travel longer distances more safely to attend employment and training.

How are you going to measure/check the impact of your proposal?
How safe, popular and effective active travel is for young people and those on low-incomes. This will primarily be achieved by

measuring rates of walking and cycling in the city by age group.

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?	★	☐

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Providing safer routes for sustainable and active travel, over solely providing for motor traffic and storage, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. However, providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

Employers, and employees, are increasingly considering the 'liveability' of an area when deciding where to base their company and workers. Liveability reports, for example by The Economist, frequently rank cities with safe and pleasant active travel environments highly. Improving active travel will therefore make the city more attractive to both businesses and workers.

How are you going to measure/check the impact of your proposal?
This can be measured by travel surveys and/or broader city-wide travel data.

Q8 - Who was involved in the Integrated impact assessment?

Chi Sharpe

This IIA has been approved by: Michelle Love

Contact number: 023 9283 4889

Date: 02/03/23

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	23 March 2023
Subject:	TRO 24/2023 - Walmer Road, Renny Road and Proctor Lane - one way except cycles proposal
Report by:	Tristan Samuels, Director Regeneration
Report author:	Liam Norman, Project Manager Bethan Mose, Transport Delivery Manager
Wards affected:	Fratton
Key decision:	No

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1. Purpose of report

1.1 To consider the recommendation in line with the consultation results to implement the proposed one-way streets on Walmer Road, Renny Road and Proctor Lane.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Approves the implementation of TRO 24/2023, to implement a series of one-way streets including contra-flow cycling, following resident engagement and formal consultation.

3. Background

3.1 The one-way proposals on Walmer Road, Renny Road and Proctor Lane originate through feedback from residents on Walmer and Renny Roads. The ward councillors for Fratton ward had been receiving requests for the Council to consider the use of a one-way system around Walmer Road and Renny Road. The key issues identified through engagement including perceived speeding issues, poor visibility along Renny and Walmer Roads and difficulties passing through the road with oncoming traffic.

3.2 In response to these requests, a feasibility assessment was undertaken by Portsmouth City Council officers considering road speeds, traffic counts, and historical road traffic collision data. The work concluded with a number of feasible options at this location to address issues identified through data collection during the feasibility and stakeholder engagement activities.

3.3 Resident engagement activity then took place in October 2022 to confirm the final option for implementation and is outlined in section 5 of this report.

3.4 The preferred option following resident engagement was for the installation of a one-way system with contraflow cycling be installed on Walmer Road, Renny Road and Proctor Lane. The preferred option also included the installation of traffic calming measures to mitigate the potential for increased speeding as a result of the new measures.

3.5 After establishing the preferred option, detailed design was undertaken, and the formal Traffic Regulation Order (TRO) process commenced.

3.6 Following the formal TRO process, which invites comments and objections to the advertised proposal, two objections were received before the deadline. One of these objections has since been withdrawn. There was an objection received after the deadline, which has been considered as part of this report. Copies of the objections are included in the report in appendix B.

4. Traffic Regulation Order (TRO) 24/2023

4.1 A Traffic Regulation Order (TRO), TRO 24/2023 was advertised until 10th February 2023 with the plan shown in Appendix A.

4.2 TRO notices were displayed on-street on the 3 roads notifying residents of the proposal to create a set of one-way streets (except cycles) on Walmer Road, Renny Road and Proctor Lane. This public notice asked residents to submit their objections on the proposal by 10th February 2023. This allowed the 21-day statutory consultation under the TRO process.

4.3 The TRO consultation received three public responses, of which one was withdrawn, and one was submitted after the deadline. The full responses for the TRO objections received are shown in Appendix B, and the main themes of the responses were:

- The one-way system may result in increased speeding and the scheme should include traffic calming measures (received in two of three responses, one of which has since been withdrawn).
- The one-way system constitutes an unnecessary road layout change that will lead to issues navigating the road network (received in one of three responses after the deadline had passed).

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5. Resident engagement

5.1 Prior to undertaking detailed design and progressing with the advertisement of the formal TRO notice, resident engagement activity was undertaken to ensure that all residents who wanted to participate in the surveys had the opportunity to do so.

5.2 Between Monday 3rd October 2022 and 13th October 2022, Portsmouth City Council, Transport Engagement Team carried out informal consultation for the properties on these roads - Walmer Road, Renny Road, Proctor Lane and surrounding roads. Residents were asked if they preferred the TRO design (option 1), TRO design (option 2), or no change to the road. In total 411 household responded to the residents' survey, out of approximately 817 households, representing a response rate of 50%.

- Option One - Add speed cushions to Renny Road, Byerley Road (between the junction of Newcome Road and Proctor Lane) and Walmer Road. This type of speed cushion is made of rubber and therefore absorbs more noise when travelled over compared to full-width concrete speed humps.

- Option Two - Option 1 plus create a one-way
  - Renny Road travelling from Newcome Road to Guildford Road
  - Walmer Road travelling from Guildford Road to Proctor Lane
  - Proctor Lane from Walmer Road to Renny Road

- Option Three - make no changes to the area.

5.3 Analysis of the options feedback showed:

- The majority - 56% - of survey respondents were in favour of implementing one-way streets on the three roads, along with traffic calming measures TRO (option 2);
- 26% of respondents were in favour of installing only traffic calming measures proposed by the TRO (option 1);
- Only 18% of respondents supported TRO (Option 3), make no changes to the area.

5.4 Residents raised several themes of concern to engagement officers. These are available for review in Appendix B of this report, along with a breakdown of the responses to the survey.

5.5 The preferred option, TRO Design (Option 2), one-way streets with traffic calming, resolves key issues identified through the feasibility work and stakeholder engagement. Implementing a one-way system of streets will improve navigation along Walmer and Renny Roads and the inclusion of traffic calming in the form of speed cushion will help to reduce speeding at this location.

6. Reasons for Recommendations

6.1 Following the resident engagement and the results showing that the majority of resident respondents are in favour of Option 2, it is recommended that the TRO 24/2023 scheme is approved for implementation.

6.2 Creating a set of one-way streets will allow residents to drive down the streets more easily, improving the flow of motor traffic in the area and reducing the vehicle conflicts.

6.3 Creating a contraflow cycle scheme will allow people cycling to travel easily in both directions with clearly marked information for drivers that this is a two-way cycle route.

6.4 The Portsmouth Transport Strategy[1] includes the strategic objectives to prioritise walking and cycling and deliver cleaner air. Therefore, contraflow cycling on Walmer and Renny roads is included within the scheme recommendations. This will make these roads a more assessable environment for cyclists by reducing speeds of motor vehicles and creating more space through the introduction of the one-way system.

7. Integrated Impact Assessment

7.1 An integrated impact assessment has been completed for this proposed scheme and is included in appendix D of this report.

7.2 The IIA has determined that this scheme has no impacts on crime, housing, health, income deprivation and poverty, carbon emissions, energy use, climate change mitigation and flooding, the natural environment, air quality, transport, waste management, employment and opportunities, culture and heritage or the economy of the city.

8. Legal Implications

8.1 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."

[1] Portsmouth Transport Strategy 2021-2038

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

8.3 A TRO 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.

8.4 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.

8.5 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support for or any objection to the proposals. 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.

9. Director of Finance's comments

9.1 The cost of the works will be funded from a combination of the LTP funds within the approved Capital programme and from the Parking Reserve.

……
Signed by (Director)

Appendices:

Appendix A - Plans attached to the Traffic Regulation Order notification
Appendix B - Public responses to the TRO
Appendix C - PCC Resident Engagement Survey results summary

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Appendix A - Plans attached to the Traffic Regulation Order notification

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Appendix B: Public responses to the TRO

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Objections to the proposed one-way streets
1) Resident, Lincoln Rd (Received after response deadline) I wish to lodge my objection to this unnecessary one-way system being created in Renny Road & Walmer Road. There are currently no traffic flow issues that would warrant such an action, the purpose of which seems purely to create maximum inconvenience to motor vehicle users in this area. As someone who works shifts and has to regularly hunt for a nearby parking space at night I have no desire to have to spend yet more time navigating an even greater distance & generating more pollution & noise just to get to where I require to be. When refuse collections are in progress having to navigate an extra set of obstacles to avoid the bin lorries again will simply create addition unnecessary journey lengths & increase pollution levels as vehicles are forced to travel double the distance to arrive at the same original destination they were intending to be at. As for attempting to view the reasoning the council website appears to be constructed to make it impossible to access the necessary information for those of us without the time to visit to civic offices.
2) Resident, Renny Rd I understood from your original letter that the proposal of speed ramps/one way system in Renny Road, was to stop vehicles from speeding. Please take this email as my strong objection to the proposed one-way system solution in Renny Road. I have been a resident here for the last 3 years and have noticed that the speeding has got progressively worse. I therefore feel that a one-way system will only exacerbate the problem as any drivers will know there is nothing coming in the opposite direction to prevent their speeding. I strongly feel that the installation of speed ramps would be the best solution as this would actually slow down any vehicles and help prevent excessive speeding. I would appreciate acknowledgement of my objection by return of email..

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Appendix C - Portsmouth City Council Resident Engagement Survey results summary

Aim

Create awareness and understand residents and business owners' views about the scheme in support of the engagement, marketing and communications activity.

Objectives

- Increase awareness
- Listen to people's views
- Build respectful and mutually beneficial community relationships

Approach

- Door knocking within the identified area
- Timing - 16.00 and 19.00
- Engagement - Create awareness of the scheme and answer any questions. Listen to views
- Give letter to people during the conversation or if they are out put the letter through the door.
- Encourage people to carry out the survey online or fill in the printed version that can be collected from their letter box or sent to the Civic offices
- Keep a tally - including whether spoke to person or not, and their sentiment. Also note any areas of concern, key feedback or themes

Summary of findings

817 doors were knocked over 9 evenings between 3 and 13 October 2023. 50% of people were spoken to and of these 39% were positive about the need for change, 58% were neutral and 3% were negative. See below a breakdown of information by street. At the end of the document the data can be viewed in full - Appendix 1.

Road	Number of properties	No answer	Positive	Negative	Neutral/ Undecided
Lincoln Road	44	52%	33%	5%	62%
Guildford Road	40	58%	18%	0%	82%
Penhale	67	58%	36%	7%	57%
Byerley	41	56%	22%	0%	89%
Renny	57	49%	34%	0%	66%
Liverpool	75	56%	30%	6%	64%
Thorncroft	48	40%	28%	3%	69%
Walmer	220	45%	57%	4%	39%
Manchester	73	45%	35%	0%	65%
Newcome	127	54%	39%	0%	61%
Cornwall	25	40%	13%	20%	67%
Total	**817**	**50%**	**39%**	**3%**	**58%**

Key themes

- Theme 1 - Overall a positive response
- Theme 2 - Speeding issues within the area
- Theme 3 - Concerns about changes if implemented.
- Theme 4 - Other issues identified on Renny and Walmer
- Theme 5 - Other - issues

Theme 1 - Overall a positive response

- Generally, people want change as they recognise there is a problem but what that change is varies from talking to people.
- People were generally happy with the direction of the one way.

Theme 2 - Speeding issues

- Byerley Road - concerns about speeding of motorbikes through bollards
- Penhale Road - said they had problems at the junction with Guildford Road where this is used as a rat run. Accidents have happened at the junction as people don't slow down.
- On Penhale Road, a resident had already contacted the council about speeding concerns and had a response from Tracy on 5 Sep
- Side roads have commented on speeding issues and Lincoln Road and Penhale Road said they also wanted speed humps.
- Proctor Lane - people speed down it and there have been crashes including an incident that involved multiple cars as well as one car going in a person's front door.
- Speeding issues, reports of 50-60mph at times.
- Taxi drivers use it as a rat run.

Theme 3 - Opposing views.

- One way could make speeding worse.
- A couple of people mentioned that they don't think the speed bumps work on Clive Road
- A couple of residents were concerned about damage to tyres from speed bumps.

Theme 4 - Other issues on Renny Road and Walmer Road

- Many people said it was stressful driving down Renny Road and Walmer Road as you didn't know if you were going to meet someone coming the other way. Due to bend in road people can't see if others are coming and then have to reverse a long way.
- People ignore the one way at the end of Renny and this was also observed whilst door knocking.

Theme 5 - Other

- Additional lighting is needed for the streets.
- Motorbikes speed through the area a lot
- Some suggestions of a need for more bike storage near by
- Parking on Saturdays is very difficult when Pompey FC is playing at home.

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Appendix 1

Road	Number of properties	Answered	No answer	Positive	Negative	Neutral/ Undecided/ undeclared
Lincoln Road	44	21	23	7	1	13
Guildford Road	40	17	23	3		14
Penhale	67	28	39	10	2	16
Byerley	41	18	23	4		16
Renny	57	29	28	10		19
Liverpool	75	33	42	10	2	21
Thorncroft	48	29	19	8	1	20
Walmer	220	122	98	69	5	48
Manchester	73	40	33	14	0	26
Newcome	127	59	68	23	0	36
Cornwall	25	15	10	2	3	10
Total	**817**	411	406	160	14	239

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - Diversity - This can be found in Section A5

Directorate: Regeneration

Service, function: Active Travel

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

Walmer Road, Renny Road and Proctor Lane One-Way Streets

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

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

To create one-way streets along Walmer Road, Renny Road and Proctor Lane.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The Portsmouth City council Corporate Communications Team carried a survey, going door to door in October 2022. This survey received a total of 411 responses, out of approximately 817 households, representing a response rate of circa 50%. .

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	☐	★

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on crime as a result of the scheme

How will you measure/check the impact of your proposal?

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on housing as a result of the scheme

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No
Is your policy/proposal relevant to the following questions?		
A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By providing one-way streets in the neighbourhood, residents will be able to drive more freely in either direction as vehicles will not have to stop and allow oncoming vehicles to pass; potentially reducing journey times. Contraflow cycling will be permitted i to ensure that the scheme still complements the Portsmouth Transport Strategy objective of promoting walking, cycling and a people centered transport network

How are you going to measure/check the impact of your proposal?

This will be measured through a speed survey and a count of the number of cyclists.

A - Communities and safety	Yes	No
Is your policy/proposal relevant to the following questions?		
A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	☐	★

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on income deprivation and poverty a a result of the scheme

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	☐	★

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project is accessible by all drivers and cyclists and does not negatively impact on any protected characteristics.

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	☐

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Reducing idling time as cars do not have to wait for oncoming traffic to pass may reduce motor vehicle emissions. There is a risk that converting the roads to one way will increase the total number of vehicles using the roads so this may negate any benefit of the reduction in idling time.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?	☐	★

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The scheme does not have an impact on energy use in the city.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	☐	★

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The scheme does not have an impact on flooding or drainage in the city

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	☐	★

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This scheme does not have an impact on the biodiversity of the city.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

In the immediate area, air pollution may be reduced by cars stopping less as they will not have to give way to oncoming vehicles.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?		★

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Motorists will benefit from a reduced chance of minor, slow moving, collisions because they will no longer have to give way to oncoming motor vehicles. However, without the risk of encountering oncoming motor traffic, drivers are likely to increase their speed. This could lead to more dangerous high impact collisions with other motor vehicles, pedestrians and cyclists.

How are you going to measure/check the impact of your proposal?
Monitoring traffic speeds

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on waste management
How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	★	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on Culture and Leisure

How are you going to measure/check the impact of your proposal?
N/A

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	☐	★

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There is no impact on employment and opportunities

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?	☐	★

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Large courier firms, taxi companies and out of city businesses could benefit from improved through flow through the neighbourhood when making deliveries to these 4 roads.

How are you going to measure/check the impact of your proposal?
Vehicle count

Q8 - Who was involved in the Integrated impact assessment?

Liam Norman

This IIA has been approved by: Bethan Mose

Contact number: 02392 688261

Date: 02 March 2023

Portsmouth CITY COUNCIL

Title of meeting:	Traffic and Transportation Cabinet Decision meeting
Date of meeting:	23 March 2023
Subject:	St Jude's School Streets permanent infrastructure
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Natalia Luszczyk, Active Travel Officer
Wards affected:	St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1. The purpose of this report is to make recommendations for St Jude's CE Primary School Streets infrastructure following a series of engagement meetings with parents, residents and the school and to seek approval for the installation of infrastructure measures around the school under an Experimental Traffic Regulation Order (ETRO).

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 **Approves creating a School Street via the installation of resident only access signs with times of operation displayed on St Nicholas Street, Pembroke Close and Penny Street at the point of entry from Pembroke Road.**

2.2 **Approves that this installation will be for a minimum 18 months under Experimental Traffic Regulation Order (ETRO). If the outcome of the initial 6-month consultation is that respondents are in favour of a permanent school street then the addition of removeable bollards will be investigated.**

3. Background

3.1. St Jude's CE Primary School is a faith school, therefore has the capacity for a potentially wider catchment area than other schools in the city.

3.2. The school is based in the Old Portsmouth conservation area, and like a lot of schools in the city is surrounded by residential properties on narrow road with limited on street parking spaces which are usually occupied by local residents. The

location of St Jude's in a one system and a cul-de-sac means that the roads are not suitable to accommodate the large number of parents that drive on the school run.

3.3. Issues that are common in the area at school drop off and pick up times are parents parking on double yellow lines, in front of resident's properties and attempting to perform multiple point turns in limited space close to the school entrance at drop off and pick up times.

3.4. There is an agreement between the school and the council, allowing parents to park in the pay and display bays on Pembroke Road. The aim of this initiative is to try and keep the streets immediately surrounding the school gates traffic free and by establishing a park and stride area.

3.5. As part of research in the wider Old Portsmouth area a traffic study (Appendix D) was conducted in 2018-19 and it showed high numbers of pupils walking along Peacock Lane and St Nicholas Street. This was also confirmed by a count of pedestrians and vehicles undertaken prior School Streets trial in Autumn 2021.

3.6. The benefits of gentle exercise like walking for mental and physical health are widely documented and show that pupils who walk regularly to school are generally more alert, focused and communicative.

3.7. The school took part in first phase of School Streets project from September to November 2021, restricting access to St Nicholas Street, Penny Street and Pembroke Close using volunteer model. A focus group and survey then took place to determine how parents, residents and the school felt about the trial and their thoughts on the next steps.

4. Consultation and engagement

4.1. Following the School Streets trial, parent and resident surveys were conducted, followed by a focus group, with most respondents being in support of the initiative and in favour of implementing permanent restrictions (see appendix A).

4.2. A further stakeholder consultation event was held on 7th February 2023 to establish parents' and residents' opinions on the current situation, any potential changes and the options how to restrict vehicular access. This was attended by 44 residents, 6 parents, the head teacher of St Jude's and the neighbouring Portsmouth Grammar School, and two councillors (see appendix B).

4.3. The majority of stakeholders attending the event agreed that doing nothing is not an option, only one person voiced opinion that current situation should remain.

4.4. The primary concerns of the participants at the meeting were inconsiderate parking by adults dropping off or collecting pupils from school (stated 50 times); the safety

of pupils entering and exiting the school (stated 18 times) and dangerous driving (stated 7 times).

4.5. Inconsiderate parking was cited as having negative impact on residents, because it affected their ability to access their property; or to attend essential or medical appointments.

4.6. Respondents to the post trial survey indicated that streets become more attractive and sociable during School Streets trial[1] and those attending focus group commented on lovely atmosphere and relaxed children (Appendix A).

5. Outline proposals

5.1. To restrict access to St Nicholas Street, Penny Street and Pembroke Close from the junction with Pembroke Road between 08.00-09.00 and 14.30-15.30, Monday - Friday during term times to create a School Street.

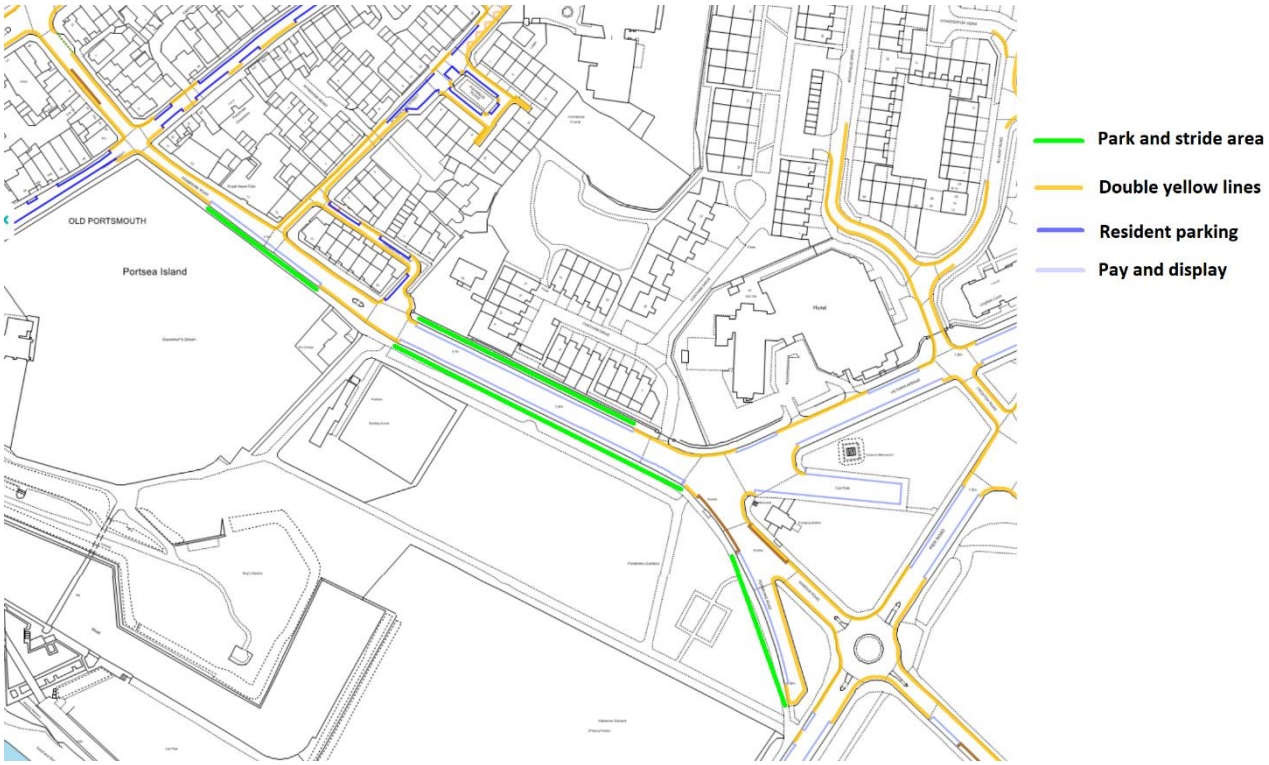
5.2. The road will be closed to all with the exception of residents, their guests, carers, blue badge holders, emergency vehicles, home to school transport and any exceptions with prior approval from the head teacher or their designated deputy will be allowed to access the roads during operating hours.

5.3. The residents will receive a School Streets residents permit and School Streets visitor permit to be displayed when accessing the area during restricted hours.

5.4. The School Street will operate under an Experimental Traffic Regulation Order (ETRO) for 18 months with the first six months being a public consultation period prior to making the order permanent if successful. If compliance is low during the 6 months consultation period, then the removable bollards to half of the road at the point of entry to create a visual and physical restriction will be installed. These bollards would be managed by the school and a collective of local residents to install and remove at the advertised times.

5.5. The school will work with the Portsmouth City Council Safer Travel Team to promote the park and stride site, active travel and road safety among parents and children, as well as benefits of walking to pupil's education, their physical and mental health.

[1] School Streets and Stomp to School – Wave 1



6. Reasons for recommendation

6.1. The vision of the Portsmouth Transport Strategy is to have: *a people centred, connected travel network that prioritises walking, cycling and public transport to deliver a safer, healthier and more prosperous city by 2038*[2].

6.2. The aim of a school street is to create a pleasant and safe area around a school entrance/exit at drop off and pick up time by removing unauthorised vehicular traffic that creates risks for children and residents which is in line with the objectives of transport strategy.

6.3. The school street will create space for pupils to walk and cycle to the school gate encouraging them to do so and improving their mental and physical wellbeing. There will also be positive benefits for the health and wellbeing of the local residents as they will be able to enter and leave their properties when they need to during the hours of operation. The School Street will also remove the sometimes challenging situations created by a lot of people and vehicles congregating in a very confined space.

[2] Portsmouth Transport Strategy 2021-2038

6.4. Portsmouth City Council declared a climate emergency in March 2019 and has a Category D Clean Air Zone in the city. Reducing the number of idling vehicles directly next to a school will improve the air quality in the immediate area which could have a positive impact on the respiratory health of pupils and residents.

6.5. This area is suited to create permanent School Streets as there is no through traffic and minimum resident movement and there are successful case studies from both Wokingham and Newcastle authorities who have implemented signage only school streets.

7. Integrated impact assessment

7.1. An Integrated Impact Assessment (IIA) has been undertaken for the St Jude's permanent infrastructure, and is included as Appendix C.

8. Legal implications

8.1 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.

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

8.3 A traffic regulation order ("TRO") 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.

8.4 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.

8.5 An experimental TRO ("ETRO") is similar to a permanent TRO in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking, and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.

8.6 Unlike a permanent order, an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no formal statutory public consultation before the experimental traffic order is brought into effect, but from its commencement date, there is a 6-month period that allows representations to be submitted based on experience of the traffic scheme in operation.

8.7 Provided the sole effect of the order is to reproduce and continue in force indefinitely the provisions of an ETRO without modification, an experimental order can be made permanent providing the following requirements are adhered to:

8.7.1 That the following statements were included in the notice of making of the experimental order:

- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
- a person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
- that any objection must be in writing, state the grounds on which it is made and be sent to an address specified in the notice.

8.7.2 That the following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:

a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
b) a copy of the order as proposed to be made or as made (as the case may be);
c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
g) where the experimental order has been modified in in accordance with

section 10(2) Road Traffic Regulation Act, a statement of the effect of each such modification.

8.8 If objections are received to an ETRO during the 6 month consultation period, the matter must go before the appropriate executive member for a decision whether or not to make the order permanent, taking into account the comments received from the public during the consultation period.

8.9 If it is decided to make the order permanent any person who objected to the ETRO within the six month period should be notified in writing within 14 days of the making of the order and given reasons for the decision.

9. Director of Finance's comments

9.1 The scheme will be funded by the 2022/23 Local Transport Plan 4 (LTP4) allocation in the capital programme approved by Full Council in February 2022.

9.2 A financial appraisal has been approved confirming that the works are affordable and within the budget.

……
Signed by:

Appendices:
Appendix A: Focus group report
Appendix B: Consultation event results
Appendix C: Integrated Impact Assessment
Appendix D: Old Portsmouth Area Study

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
Swap the school run for a school walk. A Living Streets report.	https://www.livingstreets.org.uk/media/3618/ls_school_run_report_web.pdf
School Streets and Stomp to School – Wave 1	https://yourcityyoursay.portsmouth.gov.uk/school-streets-and-stomp-to-school/

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

Portsmouth
CITY COUNCIL

……
Signed by:

St. Jude's School Street Focus Group Report

November 24th 2021

St Jude's Launch Day © About My Area, September 2021

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Introduction

The School Street at St Jude's was one of two pilot schemes run by Portsmouth City Council (PCC) in partnership with Sustrans from 13th September – 5th November 2021. Though there was strong support from the whole school community for the measures, it was difficult for the school to get enough volunteers to steward the barriers and created an additional workload for the school which was not considered sustainable after the initial trial period.

Sustrans were asked to run this focus group to review the trial and to discuss potential longer-term interventions. The format was Before – During – After the trail, and the following questions were asked:

1. What was it like before the trial?
2. What did you think when you heard about the trial?
3. What worked well during the trial?
4. What didn't work so well?
5. What is the situation now the trial has ended?
6. What (if anything) would you like to see here in future?

Due to various clashes only four of the fourteen invitees attended the meeting. However, those who were unable to attend were given the opportunity to submit their thoughts by email and three further written submissions have been integrated into this report. Separate meetings were held with the Head and PCC for feedback on the scheme. All contributions have been anonymised and attendees are described according to their role(s) in the school street trial.

Key

R = resident of the school street zone
S = steward
P = parent
OP = Old Ports Resident (outside closure zone)

Attendees

Jenni Jones, Sustrans – facilitating
Natalia Luszczyk, PCC – observing
R/S1 (resident for 22 years)
OP/S (also representing FOOPA)
P/S1
P/S2 (former resident of Penny Street)
Written / Telephone Submissions
R/S2
RS3
P/S3

Question 1: What was it like before the trial?

Everyone in the group agreed that there was a long-standing issue with school traffic before the trial, despite the best efforts of the school to encourage parents to drive more considerately. Photos were also submitted by R/S3 – see Appendix 1.

Safety, Congestion and Inconsiderate Parking

The area around St. Jude's was very congested at drop-off and pick-up times, as a minority of parents and taxi drivers tried to drop children as close to the school gates as possible despite the narrow streets and absence of parking spaces. This behaviour often posed a danger to the many families walking or wheeling on the often-narrow pavements. Regular behaviours included:

- Vehicles left on double-yellow lines
- Early bird parking up to an hour before the end of school
- Vehicles blocking private driveways
- Vehicles turning on private driveways
- Pavement-parking
- Engine idling
- Circling Poynings Place waiting for a space to become available
- Vehicles simply left in the middle of the road causing other cars to queue behind or undertake U-turns in St Nicholas Street.
- PGS delivery lorries reversing dangerously, mounting the pavement etc
- Conflict between drivers meeting head-on and a stand-off as one has to reverse
- Residents having great difficulty leaving or parking at drop-off and pick-up times

> "These parents/guardians seem to consider it acceptable to park on any unoccupied piece of road (or pavement), irrespective of the parking restrictions in place or whether it is private property."
>
> **R/S3**

As a result the group stated that the school run was often unpleasant for all concerned:

"Chaos, hazardous, unruly, lots of pavement parking and engine idling" - OP/S

Poor Air Quality

Congestion and engine idling also meant that some residents noticed issues with poor air quality; this stopped happening during the trial, strongly suggesting improvements in air quality in the immediate area. R/S1

“My neighbours had their windows open during these times and had noticed that their air fan [Dyson air purifier] started to work as soon as the traffic became busier. Hence needing to purify the air due to car emissions.” - R/S1

Conflict between Residents and Parents

Previous attempts to intervene by asking people to move their cars or park more considerately were often met with verbal abuse and were rarely successful. However, one resident had some temporary success in stopping poor driving by taxi drivers by reporting them to PCC.

One participant said that when she lived in the area she worked elsewhere and had no idea there was an issue with traffic until she went on maternity leave – this may explain why some residents didn’t initially recognise the need for a school street.

Question 2: What did you think when you heard about the trial?

Residents

Overall the residents in the group said they felt very happy and relieved. Several residents had been liaising with the school, Ward Councillors and PCC for many years and were pleased that action was finally being taken.

“A solution at last because I’ve also read that creating cleaner air in cities starts with school streets” OP/S

Though it was felt that the majority of residents would have been pleased to hear about the long-awaited intervention, the group knew of a few who were sceptical because there would be so many exemptions, and a one or two felt it was ‘complete overkill’. While we do not know how far those fears were alleviated, the group expect that most people liked it once it had started ‘because it was and is to the benefit of the residents’ and people still had full access to their properties.’ R/S1

Parents

One parent said that she was unsure at first, but after seeing a presentation she was convinced that it was a good idea to try as "there were advantages for both residents, environment and safety of the children" (P/S1). Another parent (P/S2) had first heard about School Streets at a talk for Chat over Chai – a social group for BAMER women - by (now Cllr) Charlotte Gerada. She said "when the opportunity presented itself to kind of be a pioneer for St Jude's I thought that was just going to be beneficial for all of us….there were so many advantages to it, the environment, the safety of the children, as well as the residents because I think… [they] seemed to be quite unhappy…there was an argument for both sides… [such as parents running late] but I thought it was a project to give it a go, yeah, and I'm glad I took part in it."

The reaction from parents was mixed at first but largely positive:

- Some parents questioned why people were volunteering: "I got the opportunity… to recruit some of them because I said look, this is clearly beneficial for all of us because our kids, they can actually scooter, they can walk." P/S2
- The visit from Stomper proved very popular with the children: "my daughter has never been so excited! It was very positive" P/S2
- "We had a few people who would occasionally moan but on the whole, it has been received really well!" P/S1
- Some parents were concerned that their children would get wet or that they would be made late for work by the short park and stride.
- Tackling inconsiderate driving: "The main thing that I heard was the… anger from parents who don't drive down St Nicholas Street who were pleased that they would be able to stop the inconsiderate drivers: 'Yes, let's get them, let's stop all these people that are giving us a bad name!...' we all recognise the people that do it, it is the same people every day"

Question 3: What worked well during the trial?

Safety

— Improved safety for all due to cars being removed

— Residents have also been heard to say that they noticed the improvement in AQ when the school street started.

Support

— Very high levels of resident support (including many volunteering as stewards)

Space for People

"By removing the cars, there was space for parents to stop and chat that just wasn't there before even for people walking. Once you could step into the road because there were no cars, there was literally the space to stop and have that one minute conversation of 'how are you' and a smile that you couldn't do before". P/S1

— Room for a double buggy

— Space to stop and chat

— Parents felt able to let their children skip or scoot ahead within the closure area

Stomper

"The cartoon characters [Stomper on launch day] added very positive feelings!" R/S1

— Stomper and friends at the taster and launch days

— Stomper challenge encouraging children to walk or wheel to school – "the kids love to collect the keyrings" P/S2

Education & Awareness

— The parents were pleased that the school was educating the children about air quality and the benefits of active travel. P/S1 lives about a mile away from the school and the school street initiated conversations about travel choices, for example choosing to walk when it isn't raining. Children were also initiating those conversations as they had been learning about air quality and pollution in school.

Atmosphere & Community Cohesion

- People were largely very respectful and parents seemed grateful for the school street and to the stewards for giving their time.
- Residents enjoyed seeing and hearing the children, and have commented on the positive impact on their own mental health – seeing and hearing children playing makes everyone feel good!
- A lovely atmosphere with lots more socialising and social cohesion across the whole school community
- More relaxed, with happy children free to scoot or skip ahead with their friends.
- Stewards had lots of opportunity to chat and interact with parents, children and passers-by.
- Less stressful due to not having to deal with stressed people in a hurry!

What people said

"I've made friends and some of them hopefully I will be meeting outside of the school routine for a coffee." P/S2

"It was an opportunity to socialise as well as to get that community feeling and It was really important to just say good morning. And the children were also very nice, they would say good morning to people and there was that atmosphere of like, a mini-community developing which was based on positive vibes, so that was definitely a plus." P/S2

"I mean, you don't say good morning to someone when you're in a car,…with parents and kids walking to school and passers-by crossing at the junctions, neighbours… all of that builds… community feeling, a feeling that this could be a positive thing. But just the mental health [benefits] of interacting with people which you do not do when you're in a car" OP/S

"The social cohesion that was generated by having stewards saying hello, greeting passers-by and drivers sometimes winding their windows to ask about the scheme. A neighbour friend said this is great for all our mental health to have smiley people on the street doing this." OP/S

"I talked to far more people on the school run each day" R/S1

"no problems requiring having to speak with time-stressed people" R/S2

"There was a lot of difference because people seemed happier, people seemed to not have a bee in their bonnet…you know?' ...They had time to say hello or to chat and that meant less stress for the parents, the residents, people who were coming to do a delivery, people seemed happy and relaxed and there was an understanding that this was a small and short-term intervention, and people were happy with that." R/S1

Question 4: What didn't work so well?

Equipment

It was agreed that the type and amount of equipment proved cumbersome as the closure points were some distance from the school and parts of the route were cobbled or uneven. The barrier was not stable in strong winds and the sandbags required to hold them down were heavy to transport. The trolleys were not robust enough for the equipment and had begun to break by then end of the trial. Gloves could have been provided to protect hands when carrying the equipment.

About half way through the trial the barriers were replaced with cones, which were much preferred by all.

"On the down side seriously cumbersome with the equipment and sandbags, it felt very makeshift and sometimes feeling exposed and unsure if you put the notices in the right place or direction" OP/S

Volunteer Model

With three closure points, the scheme relied heavily on volunteers from the school community and local residents as well as PCC staff. It was often difficult to get enough volunteers despite the best efforts of the school, and some closures were run with a skeleton crew of stewards, or with residents being recruited at very short notice. Although the additional workload proved unsustainable for the school to manage, they were keen to see the trial through to its end as the benefits to all were clear.

Although every house in the closure area was visited in person before the trial, it seems that many residents were not all aware initially of the need for, and reliance on, volunteers. However, many got involved after R/S1 door-knocked the area and successfully recruited more stewards: "Her zest for action was amazing." – P/S3

It was hoped that volunteers would be recruited from the University, but this did not materialise. One parent described feeling optimistic in the beginning but disappointed that there was not more ongoing support from Sustrans and PCC.

Stewards also reported feeling exposed and unsafe due to low numbers – there was a consensus that the number of stewards (and perhaps their gender) impacted driver behaviour:

"More bodies as volunteers were definitely needed. I was there one day and there were 4 of us and it felt so much safer plus drivers didn't get shirty – it was so dramatically different' 'It wasn't much fun [doing it alone] because you felt like you needed to have eyes in all directions" OP/S

Displacement & Continuing Traffic Issues

While the group felt that overall there was an overall reduction in the number of vehicles in the vicinity, issues with people parking on DYL were identified in several areas by residents and the Crossing Patrol Officer, and additional enforcement is recommended at:

- Pembroke Road – various points on DYL
- Penny Street (Southern end)
- The junction of Penny Street and High Street

In addition, one resident raised concerns about the use of unlicensed e-scooters by parents within the closure zone.

More enforcement from police and parking enforcement officers would have helped to tackle the poor driving, particularly on Pembroke Road. Occasional issues were reported with inconsiderate drivers within the closure zone – taxi drivers and a Suez lorry were mentioned specifically – but these were the exception.

Question 5: What is it like now the trial is over?

'I miss the loveliness, the quiet, the chatting and the communal spirit' R/S2

The safety issues have returned, with a near-miss witnessed by one resident on the day of the focus group. While some feel that it is not quite as bad as it was, many of the vehicles have returned – participants agree that the same few people are driving inconsiderately. Traffic counts will be carried out by PCC in January 2022 to evaluate and longer-term behaviour change / modal shift.

Question 6: What might you like to see (if anything) in future?

A number of examples of long-term infrastructure solutions were presented to the group. It was made clear that this was not a shortlist of options from PCC, but rather examples of what has been done elsewhere to make school streets permanent.

"Doing nothing is not an option!"

- P/S3

One Way System

This is an option that was presented some years ago for Penny Street and was not considered viable as it would send the PGS delivery lorries round smaller streets and corners. However, the group felt it may be an option, either permanently or at drop-off and pick-up times only, if PGS moved their deliveries to the Museum Road entrance. Bollards have recently been installed at the bottom end of Penny Street to protect the houses from the lorries but the noise, pollution and safety issues generated by these vehicles is a great and ongoing concern to many residents.

Resident Permits

The group felt that resident permits would be an effective way of identifying which vehicles should be in the area – this would also have been helpful for stewards to identify residents' vehicles during the trial.

Signage

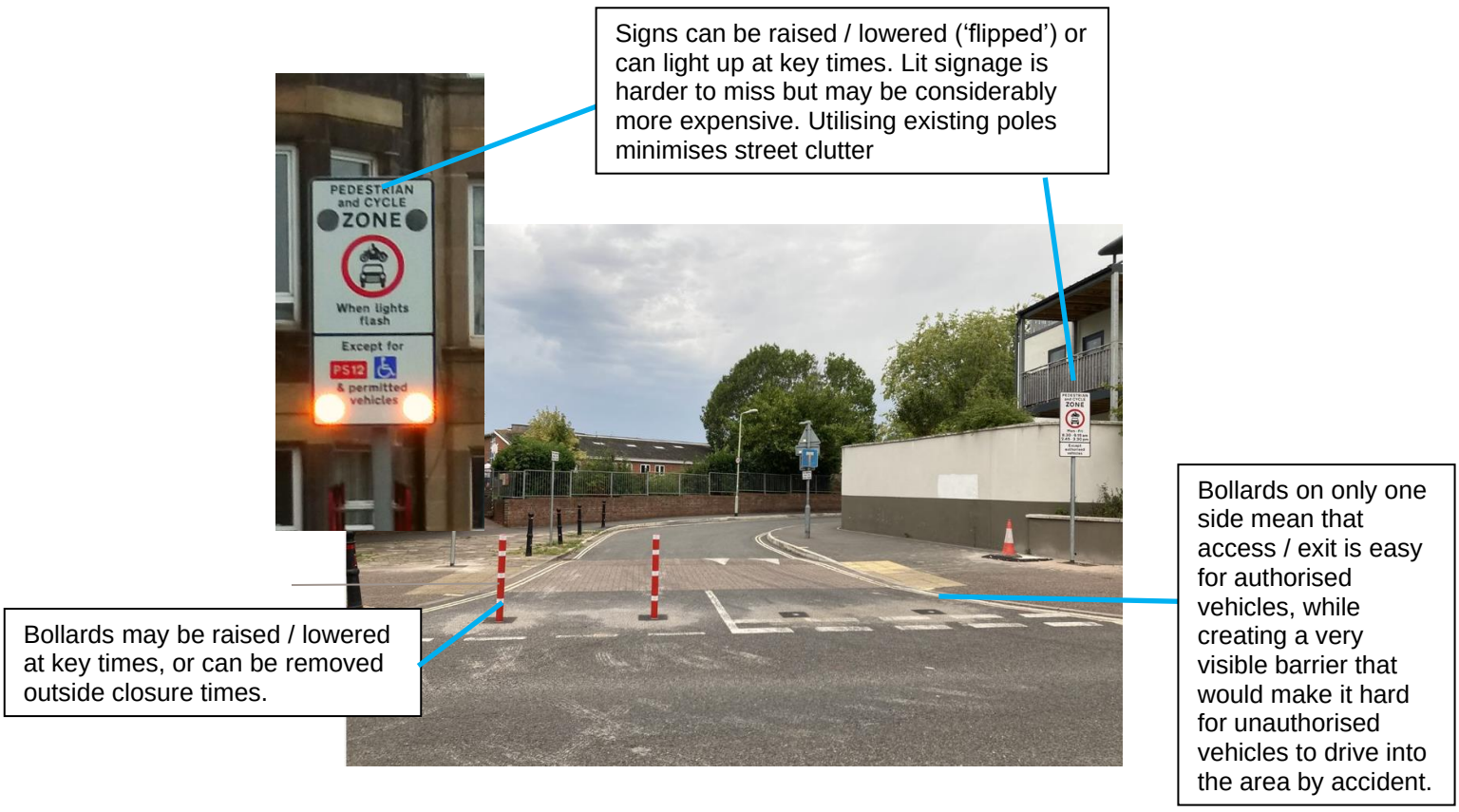
The group liked the idea of using signage for timed closures but felt that signs alone would be ineffective without cameras or very regular enforcement. The signs that flash during closure times were a popular option because they reduce the chance of people entering a restricted area by accident.

Bollards

The group felt that bollards used in conjunction with signage at closure times would be an effective way to restrict traffic provided there was adequate communication beforehand and regular enforcement to ensure it was not abused or ignored. One of the written submissions felt that this would be unsuitable if it had a negative impact on residents' access, but this should not be the case. Bollards on one side of the road only mean that residents are still able to come and go but it would be very difficult for anyone to enter by accident or without being aware that restrictions were in place. They also appreciated that this is a fairly cost-effective means of enforcement and suggested that CIL money might be used to part-fund the intervention.

They also felt that there would probably be enough residents who would be willing to raise and lower the bollards on a rota system, perhaps sharing this responsibility with the school. It may also be something that could be taken on by the Crossing Patrol Officer on Pembroke Road.

The preferred model is shown below:



Permanent Infrastructure at Whipton Barton School, Devon

Additional Suggestions

Surrounding Areas

“I would like to see a walking bus in the morning. Perhaps starting at the Holiday Inn. There’s plenty of parking in Victoria Avenue to drop the children off.” P/R3

Speed

— 20mph and ‘School Ahead’ signs requested for Pembroke Road.

— Speed limit of 20mph within the closure zone is too high and should be reduced – even if cars are not speeding it is too fast for such an enclosed area. (P/S3)

Enforcement

— More enforcement is needed at the Peacock Lane / High Street junction to stop (PGS?) parents parking here.

Behaviour Change & Engagement

— More engagement with PGS is needed to see if they are willing to change their entrances. Removing vehicles from the Penny St entrance could also allow the minibus pick-up from the Hovercraft to be replaced with a Walking Bus with children entering the school from this closer southern entrance.

— Continue educating the children about the benefits of active travel so that the legacy goes beyond the trial.

— Share findings from the surveys and traffic counts that (hopefully) demonstrate need, benefits and support for school street measures from residents, parents and staff.

Appendix 1 – Historic School Streets Images

Poynings Close, 2015

Poynings Close, 2017

Poynings Close, 2018

Poynings Close, 2020

Poynings Close, 2020

Poynings Close, 2020

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St Jude's CE Primary School

Comments made by parents and residents on current situation and potential solutions during engagement event on 7/2/23 as well as suggestions received via email.

1. Situation now, main issues and causes

Safety

- Children's safety
- Children's safety
- Safety
- Safety
- Child safety
- Child safety
- Child safety
- Unsafe
- Safety for children
- Safety of children
- Safety for residents, children and staff
- Residents safety
- Very dangerous for children on narrow Peacock Lane
- Danger to residents and children
- Dangerous for other road users especially children
- The safety of children walking to school
- Child safety
- It is health, safety and welfare of the children that is at stake and not enough emphasis is being given to their needs.

- Crossing during am pm peak is hazardous due to amount of traffic
- Hard to cross if pregnant

Air Quality

- Air
- Children's health
- Air quality
- Air quality
- Air quality
- Poor air quality
- Air pollutants
- Air pollution
- Engines idling
- Clean air
- Pollution – air quality and children's safety
- Engines idling – pollution!
- Engines running (idling) to keep them warm!
- Residents' health
- Idling cars
- Sitting on the balcony I can taste the fumes from the exhausts
- Limiting access would improve local air quality by removing vehicles that are either circling the area or idling

Vehicle speed

- Reduce speed limit
- Fast
- Noise
- Speeding when cars are not blocking road
- 20mph is too fast
- V dangerous – speeding in Poynings place!
- Driving fast when a child could easily be on the road

Parking

- Safety – parking on pavements
- Yes still an issue. Dangerous driving, inconsiderate parking
- Parents parking so can't get into my garage
- Parking on double yellow
- Ignoring all parking restrictions
- Dangerous parking
- Parking on yellow lines
- Parking on pavements
- Illegal parking, often for 30 mins or so
- Parents parking in inappropriate spaces / driveways / double yellow lines
- Dangerous parking in other streets, Penny Street

- Pavement parking and cost of repair
- Parking on pavement
- Some people park on yellows
- Parking inappropriately
- Parking on double yellows (danger)
- Inconsiderate driving and parking
- Traffic
- Parking on yellow lines
- Parking on pavements
- Parking
- Traffic isn't the issue it's parking. Same people parking illegally and not being penalised
- I don't think parking is an issue. Live and let live please.
- Inconsiderable parking on double yellow in front of garages
- Inconvenient for residents
- Parent: problem with illegally parked cars

Obstruction and visibility

- Unable to take my car out in an emergency or appointment as cars park in front of the carport, often with the driver not there
- Parking oversized cars in very narrow road (Pembroke Close)
- St Nicholas and Poynnings Place weren't built for the size of large vehicles we use now
- Those of working age that live in Poynings Place can't get to work
- Residents can't have deliveries in school hrs!!!
- Ignoring private driveways, double yellow lines
- Afternoon pick-up, cars obstructing access to garages etc
- Selfish parking
- Get to school early and to get space and smoke in square.
- Penny st gets jammed with drivers coming and going at the same time
- Block drives
- Glare from sun reduces visibility
- Parents making the school run dangerous, reversing without looking
- Need to look into portsmouth grammar issues, many stop suddenly in the middle of the road
- Dangerous waiting / parking / Buck (*Duke of Buckingham)* / Chinese restaurant, Hight St (safety)
- Obstructing pavement
- Obstructing entrances
- Obstructing view of traffic
- Obstruction Penny St / Peacock junction (safety)
- Congestion stops cycling / scooting
- Congestion at peak times
- Visibility when parking on corners – cannot see children
- 2.30-3.30 causing obstructions
- Portsmouth Grammar lorries

Behaviour

- Not using road safely (pedestrians)
- Children and parents walking or scooting in the road
- Cycling against traffic
- Parents can be very rude if asked to slow down or turn engines off
- Arrive early to pick up
- Minority of parents cause issues
- Few parents affect others
- Fear of repercussions on properties
- Aggression around children
- Bad attitude
- Rude behaviour from drivers when challenged
- Parent drivers are on strict timetable and they complain and take their anger out on the residents
- Parents have been rude when asked to move so I can get into my garage
- Conflict
- Dangerous aggressive thoughtless behaviour
- Portsmouth Grammar lorries
- Portsmouth Grammar lorries

Infrastructure and road layout

- Remove wall on entrance to Poynings Place
- Remove or reduce height of wall at entrance to Poynings Place to improve visibility.
- Zebra crossing
- Zebra crossing on High Street
- Two way traffic at Penny St
- Must have lower speed limits
- A zebra crossing and/lollipop person across the high street ASAP!! It's an accident waiting to happen.
- Speed bumps in the high street which is used as a race track.

Miscellaneous

- No traffic warden, not consistent
- No school crossing patrol, no safe place to cross with young children
- Lack of crossing patrol officer accentuated by speeding on Pembroke Road
- Non catchment working parents
- Lack of enforcement
- Want a peaceful environment
- More emphasis on positives & benefits for children, not the parents who feel they've lost their right to be as close to the school gates as they can

Suggested Solutions

- Free parking in cobbled square by Nelson statue? (*Grand Parade)*
- Red lines or zig zags
- More parking inspectors needed!
- More traffic wardens
- Free parking Grand Parade?
- Pembroke Road parking isn't sufficient, need more free parking
- Pedestrian crossing by Duke of Buckingham pub will be a great help to cross main road
- Doing nothing is not an option
- Change double yellow to zig zags
- Red lines
- More free parking
- More bollards
- Not using Pembroke Road, parking on seafront
- Yellow markings like on Osborne Rd?
- Consider reverse direction of Peacock Lane flow
- Use Grand Parade for free parking
- Raise kerb at junction of Farthing Lane and High Street
- London councils are making a fortune out of School Streets times. Perhaps you should check how?
- Resident parking only as at Pembroke Park with appropriate enforcement
- Traffic prevented from entering st Nicholas and Penny street during school drop off and pick up. Pembroke and museum roads can take the parking for free.
- No waiting on double yellows.
- Fines imposed for speeding and inconsiderate and illegal parking in the school zone.
- Ban on food lorries during drop off and pick up.
- Traffic wardens doing their jobs! I've seen 3 traffic wardens chatting away walking past my house in old Portsmouth but never seen more than one anywhere near the school and when they were they told me they couldn't do anything.

Suggestions - School

- Car share arrangement for parents
- Parents reading and taking notice of the school newsletter
- Parents be considerate of others
- Education for drivers
- [children] not using pavement – education
- School bus
- Walking bus
- Longer drop off times
- Cheaper breakfast club
- Drop-off / pick – up area
- School bus

- Walking bus
- Drop-off zone

‘It may be that if the children leaving St Jude's School cannot park on Pembroke Road and walk to the school, they could leave via Museum Road, as this road has wide pavements and many parking spaces. It may be that Portsmouth Grammar School could allow St.Jude's School children to leave through the back of the school, adjacent to the Grammar School science block and out onto Museum Road. This may cost money to lay a path and fix access gates. (received by email)’

Comments – during the trial

- Parents were arriving 1 hr early to park when restrictions were in place
- Children loved walking, scooting, running and playing when restrictions were in place
- They used closed street to get to school safely, even in the rain they didn't mind it

2. Comments on proposed options:

2.1. Do nothing

- For some this is the best option, for others this isn't an option- we have to do something
- Strengthen road safety learning for pupils AND parents
    - Parents ignore school communication and do not observe safe walking
    - *Pester power*- real push to educate children on road safety so they may tell parents to walk on the pavement
- Does there need to be and accident/ fatality in order to do something?
    - A wall has been knocked down by parent nearly hitting child
- We have done nothing for 45 years and don't like it so we must do something

2.2. Signs only

- What would be the consequence of contravention?
- Permits simply KA residents exempt, guest permits necessary
- Pushes the problem to top of the road
- Solves problem for CHILDEREN SAFETY and residents
- Access for taxis- they need to play fair!
- Delivery drivers and taxis they need to prove working (some parents are taxi drivers)
- 80% compliance- quantified to? Do people really comply?
- How would this affect other KA residents who don't live on these streets but have a right to park here? Permits for all KA?

- I am all in favour of a permanent solution to traffic round our schools
- Brilliant idea, amazing, been looking for this for so long
- It is a start (?!)

2.3. Signs and bollards

- Bollards are excellent idea and deterrent
- Where is best to put bollards?
- Requires residents or dedicated person to be responsible to put bollards up and down
- Automatic timer
- Could School Crossing Patrol officer put bollards up and down?
- How to manage two way traffic on half a road
- Not effective for all (resident/ non resident)
- Would require permit in conjunction
- Signage- would it be noticed, adhered to?
- Penalise the offenders
- Guidelines needed on reporting offenders
- Just impressed that we have got to this point
- Let's do it

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - DiversityThis can be found in Section A5

Directorate: Regeneration

Service, function: Safer Travel

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

Filtered Permeability - Penny Lane, St Nicholas St, Pembrook Cl.

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

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

The installation of signs and removable bollards to provide a timed restricted closure term time only, during school drop off and pick up times.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Consultation has been carried out after initial 7 weeks School Streets trial by undertaking survey and focus group. Majority of respondents were in favour of permanent infrastructure to restrict the traffic.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	★	☐

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It will limit through traffic, thus reducing potential conflict between vehicles and pedestrians/ cyclists.

How will you measure/check the impact of your proposal?
Road Safety Statistics.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?

n/a

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It will encourage active travel at these locations, by removing through traffic to majority of motor vehicles. Data shows school pupils who walk to school not only benefit from short physical activity but also have better attention and readiness to learn which could impact their attainment. Lower car use and no idling will impact on quality of air in the restricted area.

How are you going to measure/check the impact of your proposal?

Site surveys, qualitative data from school teachers on their experiences.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	★	☐

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Walking and cycling are low-cost/free modes of transport.

How are you going to measure/check the impact of your proposal?
Site surveys.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	★	☐

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It will allow greater access for those by foot or bicycle, and provide greater space for those using wheelchairs.

How are you going to measure/check the impact of your proposal?
Site Surveys

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It will limit motorised vehicle travel at these sites.

How are you going to measure/check the impact of your proposal?
Site surveys.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?		★

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	☐	★

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	☐	★

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	☐

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Restricting motor vehicles access and promoting active travel will translate to lower emissions and pollutants, due to less cars in the area and less idling.

How are you going to measure/check the impact of your proposal?
Site Surveys.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?	★	☐

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Removing access to non resident and other permit holders vehicles will reduce number of cars in the area hence risk of collisions and increase road safety. It will prioritise space for pedestrians and cyclists by providing a safer and more comfortable routes for those road users.

How are you going to measure/check the impact of your proposal?
Site surveys.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a
How are you going to measure/check the impact of your proposal? n/a

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	☐	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	☐	★

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?	☐	★

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

n/a

How are you going to measure/check the impact of your proposal?
n/a

Q8 - Who was involved in the Integrated impact assessment?

Natalia Luszczyk - Safer Travel Team

This IIA has been approved by:

Contact number:

Date:

Old Portsmouth
Area traffic study

Undertaken by Portsmouth City Council in consultation with the Old Portsmouth Traffic & Road Safety Working Group

Version	Date	Author	Approved
DRAFT 1.1	5/6/18	SF/KR	PT
DRAFT 1.2	21/01/19	SF/KR	PT
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Appendices

A) **Recommended schemes & further work**

Provided separately of this document;

B) **Speed Survey data**

C) **Casualty data**

D) **Feasibility designs**

E) **Additional Speed Survey - High Street**

Executive Summary

Following commission of a holistic study of traffic and travel issues in Old Portsmouth by the Cabinet Member for Traffic & Transportation, residents and stakeholders were invited to highlight those issues that most impacted their area. After a detailed examination of the issues raised, it is recommended that;

1. **This report and its findings are acknowledged formally by the member for Traffic & Transportation**

2. **Feasibility work to develop schemes as recommended in this report (Full list is included at Appendix A) in conjunction with members of the working group is progressed**

3. **Funding opportunities are explored to deliver preferred interventions developed to feasibility stage in conjunction with residents**

4. **A separate review of existing policy related to speed measurement and analysis, and pedestrian crossing assessment to reflect changes in National Policy is undertaken**

5. **Further work to establish the impact upon Air Quality near schools should be carried out with consideration to establishing a "school street" near St Jude's School**

6. **A review of the identified accident cluster at Cambridge Road Roundabout should be carried out as soon as practicable**

7. **Pursue funding opportunities to implement safety measures at the Kings' Road Roundabout**

1. Introduction

The Old Portsmouth area traffic study is the result of a collaborative working initiative set up to discuss and find solutions to transport-related issues in the Old Portsmouth area identified by residents and businesses.
The aim of this report is to examine the priority issues by collecting evidence and establishing whether the issues raised cause detriment to the operation of the highway, the safety of road users and/or the overall quality of life of residents and visitors in Old Portsmouth.

The report outlines the scope of the study as agreed with stakeholders, it consolidates various pieces of work previously undertaken, examines the further evidence collected as part of the study and discusses the findings. The report also makes several recommendations and includes indicative sketches of possible schemes to address identified issues.

Once agreed with the wider study group, this report and its recommendations shall be submitted to the Cabinet member of Traffic & Transportation at a decision meeting for formal recognition. This recognition will give significant weight and focus to the future funding bids that will be required to deliver the improvement schemes identified within this report.

2. Context

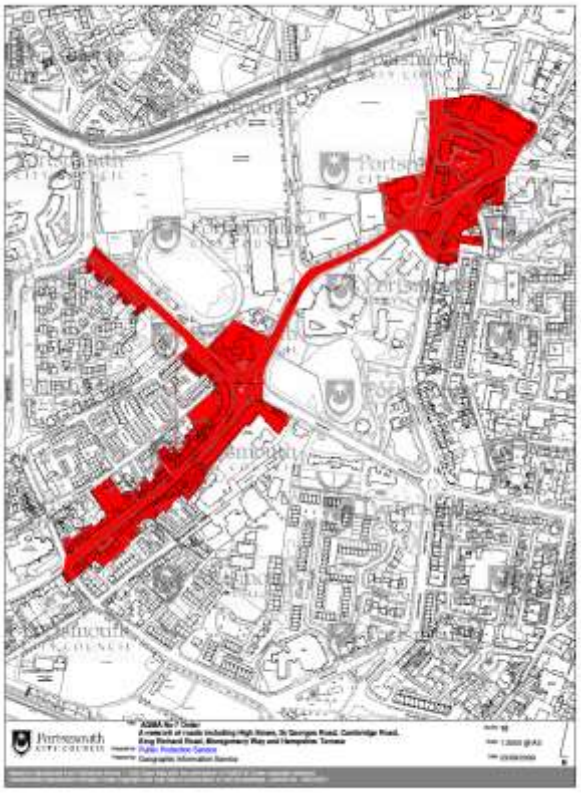
Old Portsmouth is an historic area of Portsmouth with conflicting travel demands. Although occupying a relatively small portion of Portsea Island, the area receives a disproportionate amount of visitors compared with other areas of the city.

The wider area has a number of strategically important links including a section of the A3, a busy ferry terminal linking the mainland with the Isle of Wight, the headquarters of a world-class sailing team, a large independent co-educational Grammar school, thriving Primary School and a number of heritage attractions.

The key highway routes passing through the area are High Street (A3), Pembroke Road, Broad Street, St Georges Road (B2154) and Museum Road (B2154); the study area is also bounded to the East by the A288 (Terraces). Speed limits on these roads vary from 20mph to 30mph and all form part of the classified road network, in recognition of their strategic importance.

The Old Portsmouth area has parking controls in the form of a Residents' Parking Zone and Pay & Display parking bays.

Of the five remaining Air Quality Management Areas (AQMA) in Portsmouth, AQMA 7 is located within part of the Old Portsmouth area, extending from Hampshire Terrace and St Michael's gyratory, along Cambridge Road and part of St George's Road and the High Street, as shown on the plan below.



The PCC 2018 Annual Status Report shows that there were no exceedances of the National Air Quality Objective (NAQO) for NO_2 at any of the monitored locations within AQMA 7 in 2017.

The PCC 2019 Annual Status Report shows that the National Air Quality Objective (NAQO) for NO_2 was exceeded at one of the monitored locations within AQMA 7 in 2018.

Following significant interest in traffic issues from residents living in Old Portsmouth, a decision was taken by the then incumbent Traffic & Transportation Portfolio holder (Cllr Ken Ellcome) to begin a community-working group formed of PCC officers, elected members and representatives of local residents' groups - the Old Portsmouth Traffic & Road Safety Working Group (OPTRSWG).

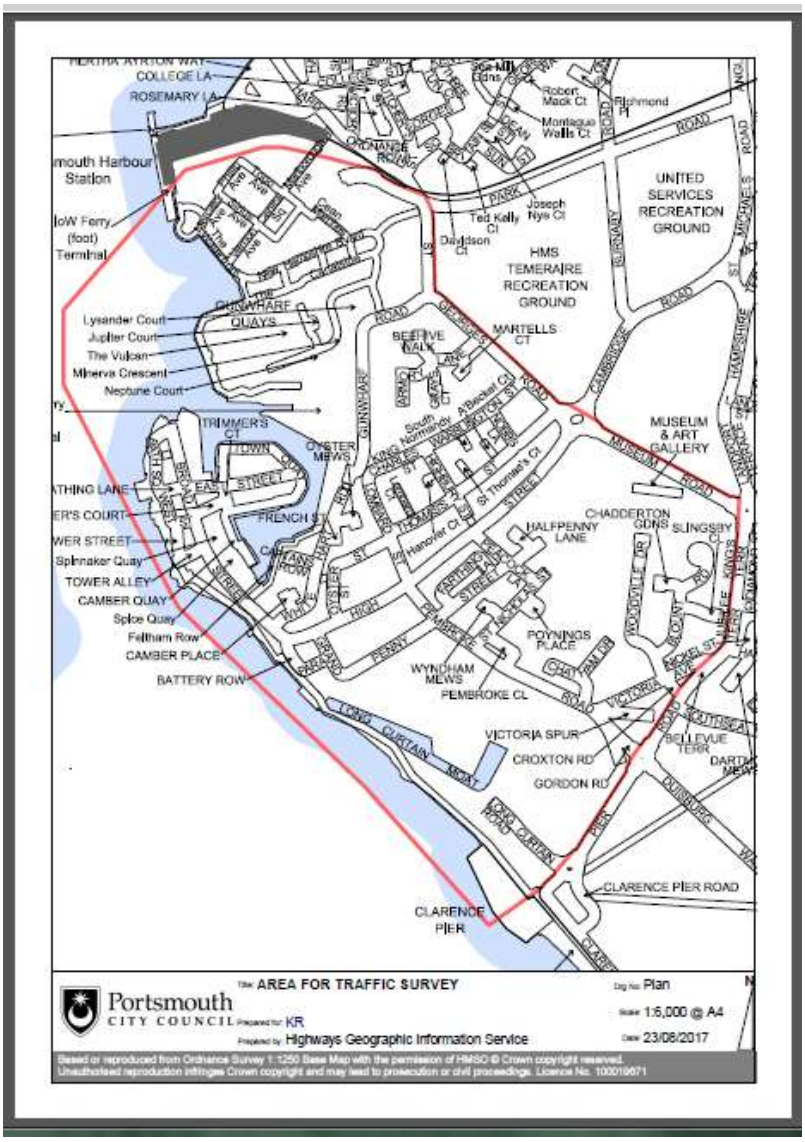
The purpose of the group was to hold informal discussion on matters relating to traffic and transportation within the area of Old Portsmouth and to ensure a consistent approach to enquiries/actions arising from the working group sessions.

In total, five meetings were held with many recurring themes raised. The commitment was made by the then Portfolio holder (Cllr Fleming) to commission a study of the area to consider all of the issues raised by the group in a holistic way and dependent on the findings, suggest potential remedial schemes/initiatives.

3. Scope of study

An initial workshop was held in October 2017, to form a picture of the key issues within the area with local groups and organisations. This meeting was attended by PCC staff and local Councillors, and included representatives from local residents' groups, schools and businesses, Wightlink and Police PSCO.

The agreed study area is shown below



During this initial meeting, attendees were split into two groups and asked to define potential issues relating to traffic and travel in the Old Portsmouth area. A wide range of issues was identified, providing valuable insight into local issues. The groups were also asked to note down any potential solutions that they felt could be considered. The comments received are shown below.

Concerns raised	Suggestions
Speeding • Noticeable increase in speed from vehicles turning into Pembroke Road • Speeding vehicles in Old Portsmouth, particularly along the High Street (doesn't feel like a 20mph zone) • Average vehicle speed times don't reflect peak/variable speeding • Repeated speeding by same vehicles (indicated by speeding data) • Speeding vehicles on the approach to the Kings Road/Museum Road roundabout.	**Speeding** • Introduce speed cameras/ Vehicle Activated Signs • Engineer the High Street to support slower vehicle speeds • Introduce traffic calming measures • Enforce the 20mph zone throughout the area • Make Pembroke Road a 20mph zone • Use engineering measures to narrow two way streets • Consideration of traffic calming measures, such as rumble strips, on the approach to the Kings Road/Museum Road roundabout.
Congestion • Congestion generated from Wightlink site • HGVs in White Hart Road causing congestion and air pollution • Portsmouth is a compact city, traffic volumes are too high, need to look at decreasing traffic volume • Congestion at the terraces - causes diverted traffic through Old Portsmouth • High St is a 'rat run' • Traffic radar survey boxes show a 35% increase in traffic between 2013 and 2015	**Congestion** • Move Wightlink traffic to the International Port. Look to have better marshalling directions/signs for people using Wightlink • Prevent HGV's going to/from Wightlink from using Gunwharf Road • Deter HGV's from using High Street by introducing signage - 'No through road' • Viviers post code to avoid White Hart sign - no through road • Consider a congestion charge • Introduction of residents only parking at select times of day
Air Quality • Concerns over air quality in Old Portsmouth- felt to be an un-healthy environment • Parents collecting/dropping off children to St Jude's School regularly leave their engines idling, increasing local air pollution	**Air Quality** • Discourage people from driving (where they could walk) • Carry out further checks on local air quality in the area • Send letter out to parents of St Jude's School pupils regarding idling vehicles/parking
Pedestrian/ Walking Environment • Traffic speeds/volume do not make the environment conducive to walking	**Pedestrian/Walking Environment** • Improve access on pavement in the local area - dropped kerbs for elderly

• Some of the pavements in the area are too narrow • Limited dropped kerbs - problem for those with limited access (e.g. the elderly) • Lack of pedestrian crossings in the High St and wider area, such as by the Cathedral, Duke of Buckingham Public House and Broad Street, (on the bend and Feltham Road) • Parents collecting from Portsmouth Grammar School - vehicles often cause problems by parking on the pavement	and disabled (high residency of elderly people) • Widen the pavement in High Street • Install a zebra crossing at Broad Street, near the Hotwalls and in High Street • Consider a pedestrian zone or restrictive parking zone
Traffic/Parking Issues - St Jude's School • Parent parking has an impact on St Nicolas Street and Poynings Place • Many of the parents park in the area near to the school at school pick up and drop off times	**Traffic/ Parking Issues - St Jude's School** • Work with parents to reduce parking near St Jude's • Introduce double red lines at key areas around school location • Consider a daily closure of the road immediately outside the school • Introduce a 'tow zone' in the main roads surrounding the school • Use the museum car park for school pick up/drop off • ANPR enforcement during school times
Lack of alternative travel options • There is only 1 bus service available on a Sunday • Lack of cycle connectivity through the area from the Seafront to Old Portsmouth • Need to find sustainable travel solution to the traffic problems in Old Portsmouth	**Lack of alternative travel options** • Extend Park and Ride to cover the Old Portsmouth area • Make improvements to public transport, particularly consider increasing bus availability on a Sunday • Complete the Shipwright's Way
Preserving Conservation/Promoting Tourism • Old Portsmouth is a historic area, and this needs to be preserved. • It is important to balance the needs of tourists, businesses and conservation	**Preserving Conservation/Promoting Tourism** • Increase of parking charges (however, recognise this could be detrimental to business) • Need to have a reduction in traffic volumes and speed

• More events will be held at Hotwalls/Square Tower in the future - currently there is not adequate public transport options to support this **Enforcement** • Lack of adequate resources make it difficult to enforce traffic issues in the area.	• Develop a viable tourist public transport model or improvements to public transport for tourists • Introduce more prominent tourist signs for walking routes from Gunwharf Quays and The Hard (and increase marketing of this) **Enforcement** • Lack of enforcement resource increases importance of engineering measures to ensure speed limits are self-enforcing

4. Project Information

4a. Previous work

Over a number of years, a range of traffic related issues related to Old Portsmouth have been raised, including: vehicles speeding, lack of safe road crossing opportunities, parking difficulties, school pick up/drop off challenges, congestion arising from Wightlink and cycle connectivity to/from the area.

Each of these areas are considered below.

Speeding
A number of speed surveys have been carried out over the last several years. These have been predominantly focussed at High Street, as this road with its 20mph limit had been the greatest cause for concern for residents however surveys of Pembroke Road and Broad Street have also been undertaken.

The results of these surveys yielded mixed results with the accuracy of a survey undertaken in 2014 questioned due to equipment failure; these have not been included below for that reason. A summary of the results from the various surveys are displayed below;

Road	Date	Av.Speed	85%ile Speed
High Street (20mph)	2013	23mph	28mph
	2015	21mph	25mph
Pembroke Road (30mph)	2013	21mph	25mph
Broad Street (20mph)	2013	20mph	26mph

These results were analysed in terms of the city's 20mph network and ranked as to the level of compliance. Compliance has historically been accepted by PCC as the amount of vehicles travelling below the prosecutable limit[1] (taken as 10% +2mph), so 24mph in the case of a 20mph speed limit.

The results recorded at High Street were higher than would ordinarily be expected for a 20mph limit, hence surveys were repeated in 2014 (void due to equipment failure) and then again in 2015. Following these surveys, officers felt that the data recorded did not warrant investment into calming measures as several other 20mph roads surveyed in the city returned higher speeds and/or had a greater rate of casualties. Since 2013, of the 20mph roads surveyed in Portsmouth High Street ranked 15th based on the 2013 survey. As of December 2018, 11 of the roads ranking higher than High Street *(*ranking based upon quantitative survey data and Casualty KSIs)* have either received traffic calming measures or have schemes committed for delivery in 2020.

An audit of 20mph signage was carried out in 2015 along Broad Street and High Street that highlighted some inconsistency and deficiency in speed limit signage, especially with regard to repeater signage. In 2015, remedial works were undertaken to bring the signage up to the required standard.

1. [1] ACPO Speed Enforcement Policy Guidelines 2011-2015: Joining Forces for Safer Roads

With such a keen interest in local traffic issues, a number of residents approached the Police with a view to setting up a community speed watch group. This was ultimately successful with a member of the OPTRSWG championing this initiative. A number of operations have since been carried out mostly focussed at High Street. These studies have shown speeds to be generally higher than that recorded by the radar survey equipment. This difference could be explained by the relatively short duration of speed watch operations (usually around 1 hour) compared to the speed surveys that are generally undertaken 24hours per day over at least 1 week.

Crossing assessments

A number of crossing assessments have been carried out in recent years following requests for crossing facilities to be provided. Much like the speed surveys, these assessments have concentrated on locations at High Street, Broad Street and Pembroke Road.

The PV^2 formula has traditionally been an accepted way of fairly and quantitatively determining the need for a formal crossing facility however use of a more qualitative assessment is now recommended as outlined in the recently released (Dec 2019) Traffic Signs Manual Chapter 6 (Traffic Control). Many authorities still use PV^2 to provide initial triaging of sites to ensure limited resources are not used on those sites that would never likely be suitable for a crossing point; the sites that pass this triage are then subject to a more qualitative site assessment.

The standard approach in Portsmouth is to use an enhanced version of the PV^2 formula ($ADPV^2$) formally adopted by the Council in 2007[2], as this provides greater emphasis on local factors than the base PV^2 formula.

As well as taking into the account of Pedestrian movements (P) and Vehicle movements (V) at a location, the formula also included the Accident data (A) from the road and the Difficulty/Distance (D) to cross. Once all of these figures have been worked through the formula for each hour of the survey, an average of the four highest value is taken to give the result. Should the result be 100,000,000 (100 million) or more, the provision of a controlled crossing facility would be justified and the site would be added to a "primary" list to have a crossing installed once funding was available. Sites between 70 million and 100million are added to a "secondary" list however sites with values as low as 20million can be considered if there are other overriding local factors/issues.

The table below shows the previous crossing assessment locations and the results of those assessments.

Location	Date	$ADPV^2$ Result
High Street/Peacock Lane	Sept 2014	34,000,000 *or* 0.34 $x10^8$
	Apr 2015	39,000,000 *or* 0.39 $x10^8$
Pembroke Road/Peacock Close	Apr 2015	156,000,000 *or* 1.56 $x10^8$
Broad Street	Sept 2014	4,000,000 *or* 0.04 $x10^8$

[2] Cabinet Member for Traffic & Transportation meeting 12th July 2007 (Item 6) - https://democracy.portsmouth.gov.uk/CeListDocuments.aspx?CommitteeId=176&MeetingId=1864&DF=12%2f07%2f2007&Ver=2

The results show that aside from the Pembroke Road assessment, none of the sites yielded results high enough to justify a crossing as a result of the ADPV calculation alone. The result at Broad Street was extremely low and thus would not be considered further.

In terms of High Street, the results were not of a level to put the site onto the secondary list. When speeds and casualty data were considered, several other sites were ranked as higher priority to receive crossing facilities.

Whilst Pembroke Road did meet the necessary ADPV² value, the site already had a small pedestrian refuge and at that time had a school crossing patroller that covered school start and finish times that represented by far the two busiest hours of the day. For this reason, no further action was taken at that time.

As part of this study, a qualitative approach will be taken to consider other local factors into account in addition to the results of an ADPV² assessment.

Parking

Parking has proved a challenge within Old Portsmouth for a number of reasons. Primarily, the Residents' Parking Zone (KA Zone) has been oversubscribed (more permits issued than spaces available) since its inception. Therefore, residents have found that there often are not enough parking spaces to accommodate the demand. Residents living within controlled parking zones are able to purchase 2 permits per household; if the zone is undersubscribed residents can apply for a third permit.

In addition, there is a high demand for visitor parking throughout the day given the proximity to the seafront and historic attractions; there are also a number of popular pubs and restaurants attracting visitors throughout the day. Although there is a reasonable provision of pay & display parking, the residents' parking zone allowed for 2 hours free parking that often met the needs of many visitors thus removing parking opportunities from residents. This appeared especially prevalent amongst visitors to Gunwharf Quays, through the working group sessions there were many anecdotal accounts from residents witnessing shoppers parking in Old Portsmouth and walking across to the centre. It was felt that the close proximity made Old Portsmouth a popular place for shoppers to park as often 2-3hours would be enough to complete their visit and was an attractive gamble when considering the chances of being caught overstaying by Civil Enforcement Officers against the parking charges at Gunwharf Quays.

In order to combat the issue of visitors prioritising the use of 2hour limited wait parking over the available Pay & Display parking places, an amendment to the Traffic Regulation Order providing the control over KA Zone was advertised in December 2016. The proposal was to reduce the limited wait period from 2hours to 1hour, which came about following unprompted comments made during an earlier consultation regarding charging for parking permits. The consultation responses were presented to the Traffic & Transportation committee in February 2017 where the decision was taken by the Portfolio holder to implement the change. It was felt that by increasing the turnover of parked vehicles, there would likely be greater opportunity for residents and visitors alike to park in Old Portsmouth.

The council have also recently begun rollout of a network of smart parking sensors that will allow visitors to navigate to areas where parking is available thus reducing unnecessary mileage while searching for a space. The payment method for these smart parking bays also allow for a more flexible

tariff which only charge for the amount of time the bay is occupied rather than fixed hour-by-hour periods as is traditionally the case with pay & display parking.

Poynings Place

Residents of Poynings Place have experienced localised congestion and parking problems outside their properties at school pickup times for a number of years. Residents have experienced parents collecting children from St Jude's' primary school sat in idling vehicles, circling the close or parking across driveways preventing access to homes. Whilst localised congestion at school pick up/drop off times is not unique to this area/school, some residents have experienced verbal abuse and physical threats from a minority of parents in the past when being asked to move their vehicles.

Considerable efforts have been made to reduce these occurrences with residents, the school and PCC officers working together. Pay and Display parking spaces at Pembroke Road have been made available free of charge for parents at pick up and drop off times in order to encourage those pupils travelling to/from school to be dropped off at Pembroke Road and walking the last few hundred metres to school. This would prevent the parents of these pupils having to enter St Nicholas Street/Poynings Place to drop off/pick up thus relieving localised congestion after school. When available, Civil Enforcement Officers (CEOs) have been deployed to the area to discourage inconsiderate parking with some success; however, this is not a sustainable solution as many other schools also require enforcement and there is a limited number of CEOs to cover this.

Various permanent solutions have been consulted upon including temporary road closures of St Nicholas Street consulted upon in 2014 and most recently, one-way traffic only in St Nicholas Street and Poynings Place. Thus far none of the options discussed and/or consulted upon have proven viable or acceptable to a clear majority of residents. The school continues to circulate letters at the beginning of each school year to remind parents of their responsibilities and to encourage them to be considerate toward residents.

Wightlink

There is been a long history of concern from local residents toward Wightlink as a result of Highway congestion experienced during delays to ferry services. A series of consultations with relevant stakeholders and residents several years ago resulted in an agreement between the Highway Authority and Wightlink to allow the closure of Gunwharf Road on a limited number of occasions through the year. These closure days were planned for peak demand days (generally bank holidays and weekends at the start and end of school holidays) and gave access to ABar and Viviers fish market via White Hart Road (requiring removal of bollard and temporary relaxation of prohibition of driving). The road closure was needed in order to stack vehicles on the road due to the terminal being too small to accommodate two ferry loads of vehicles. This agreement included the installation of diversion signage to be installed and removed by Wightlink staff on these allocated days.

In 2016, permission was granted for the construction of an upper deck to the terminal stacking area to increase capacity and facilitate double-deck loading onto ferries. The Old Portsmouth area experienced severe congestion during the build period despite PCC working closely with Wightlink to ensure the best use was being made of available stacking areas. Residents and businesses were left frustrated at

the impact upon the highway network often preventing or severely delaying access to Gunwharf residents and to businesses at the Camber but also to the High Street.

The upper deck was completed in late 2017 and when services are operating to time, the terminal copes comfortably with storing vehicles and loading/un-loading vehicles however congestion continues to be an issue when sailings have been delayed. This has resulted in businesses at the Camber and residents of Gunwharf Quays being unable to get to their respective destinations. Following meetings, Wightlink has committed to putting internal contingency plans in place to deal with incidents when they occur. Whilst this is welcomed and when implemented has been shown to work, recent incidents during the summer of 2018 has shown that there is still work to do to ensure that the port reacts quickly and effectively to avoid severe impacts upon the road network.

PCC have trialled a temporary "snapshot" camera facing along St George's Road, access to which is afforded to the Wightlink controllers. This has proved valuable as it allows port controllers to keep "eyes on" the network and react accordingly. Issues with reliability of the temporary camera's 4G communication link has meant that PCC is now exploring a more permanent camera for this location with a fixed communication link. Temporary signage used during the construction of the upper deck was deployed to separate ferry traffic from local traffic and provide residents and businesses a greater chance of reaching their destination. It had been reported that there was confrontation between ferry customers and Gunwharf residents with the ferry customers wrongly believing that the Gunwharf residents were "queue jumping". One possible solution that improves road markings and signage to better deal with the occasions when excessive queuing occurs on the network is appended to this report.

Air Quality studies -

PCC has a wide NO_2 Diffusion Tube Network (NDDT), which monitors NO_2 around the city. A significant number of new passive NO_2 diffusion tube monitoring locations were added to this network last year in order to strengthen the information on levels of NO_2 at key locations in Portsmouth. Within the Old Portsmouth Study Area, there are five NO_2 monitoring locations included within the NDDT network at Chadderton Gardens, High Street, St Georges Road and two in Gunwharf Road.

The table below, from the PCC 2018 Annual Status Report shows the annual mean NO_2 monitoring results gathered at these locations over the past 5 years. Only 1 year of data is available for Gunwharf Road and St Georges Road, as monitoring was only started last year at these locations.

Annual Mean NO_2 Monitoring Results for locations within Old Portsmouth Study Area

Site ID	Location	NO_2 Annual Mean Concentration (µg/m^3)					
		2013	2014	2015	2016	2017	2018
2	Chadderton Gardens	16.5	16.55	15.74	17.4	16.38	17.09
3	High Street	22.1	25.67	24.07	25.75	23.7	24.13
55	Gunwharf Road					30.40	25.38

56	Gunwharf Road					36.17	35.09
58	St Georges Road					33.80	29.32

This data demonstrates that all sites within the NDDT network that are in the Old Portsmouth Study area are below the National Air Quality Objective for nitrogen dioxide of 40(µg/m$^{3)}$, some significantly so. However, although NO_2 is below NAQO limits in the OP study area, the results of the 2019 ASR show that air quality remains a significant concern in another part of AQMA7 and in other parts of the city.

Environmental campaign organisation ClientEarth has challenged the government's Air Quality plans in the High and Supreme Courts for failing to include any actions necessary to achieve legal limit value for nitrogen dioxide in the shortest possible time. As a result of this legal action, Portsmouth City Council has been issued with four Ministerial Directions. These place a legally binding duty on the Council to undertake a number of steps to improve air quality in the city, in particular to reduce air pollution concentrations across the city to within legal limits in the shortest possible time.

Government require Portsmouth City Council (PCC) to implement a Class B charging Clean Air Zone (CAZ) in order to reduce the nitrogen dioxide emissions to within legal limits across the city, with a focus on the exceedance locations. If legal limits of concentrations of nitrogen dioxide are not met by the end of 2022, PCC could be required to implement a more stringent CAZ i.e. charging more vehicles. A full business case to support the implementation of the CAZ will be completed by the end of 2020 with the CAZ due to be implemented by autumn 2021.

A number of local initiatives and events were run through 2018/19, which have provided further opportunities to raise the profile of air quality and encourage positive changes to support pollution reductions, such as involvement in Clean Air Day in June 2018 and 2019. An anti-idling campaign was run during January to March 2019, to raise awareness of the need to reduce vehicle idling and encourage drivers to switch off vehicle engines when stationary. During this campaign, banners were displayed on lamp columns in some AQMA areas, information was displayed on billboards at key locations in the city, there was a four-week radio campaign, information was provided on social media and anti-idling posters were circulated to schools and some businesses, shopping centres and city attractions.

Shipwright's Way

The Shipwrights Way is a 50-mile long-distance walking, cycling and Bridal route which links villages and towns in East Hampshire through some beautiful countryside. It runs from Alice Holt Forest near Farnham, down across the South Downs to the sea at Portsmouth. The name reflects the use of oak grown at Alice Holt Forest for Tudor shipbuilding, linking this site with Portsmouth Historic Dockyard, home of the Mary Rose and HMS Victory[3].

The last section of the route, between Hayling Island and Portsmouth Dockyard travels the length of the seafront, from the Hayling ferry at Eastney to Old Portsmouth and finally onto the Historic Dockyard. Whilst defined on the route maps, the route from the Garrison Church to the Dockyard is yet

[3] Extract taken from https://www.visit-hampshire.co.uk/things-to-do/shipwrights-way-p1344341

to be formally signposted. This is predominantly due to the severance posed by High Street and the difficulty encountered in providing a safe crossing for pedestrians and cyclists whilst being sympathetic to the historic surroundings.

Work to find a solution that is acceptable in terms of the visual impact upon the local street scene, adequately slows traffic and provides a safer environment for pedestrians/cyclists, and is feasible within the available budget has been ongoing for a number of years. The official route for the Shipwright's Way travels from the Garrison Church, along Grand Parade and across High Street to White Hart Road; however the observed "desire line" is along Battery Row emerging at the junction of High Street and Broad Street. The road geometry at this location is very wide creating a significant obstacle for persons wishing to cross and inviting high traffic speeds, however the challenging geometry makes a technical solution both difficult and costly to implement without significantly impacting upon the conservation area and provision of parking spaces.

It is currently intended to implement a scheme during 2020 subject to agreement with councillors and residents. Any schemes put forward as a result of this study should complement the Shipwright's Way scheme and follow similar principles of increasing the comfort and safety of pedestrians and cyclists. There is also an opportunity to extend the Shipwrights' Way along to the Hotwalls to increase footfall in this area; the route could then make use of any future crossing facility across Broad Street to Feltham Row (before re-joining White Hart Road).

4b. Key issues for investigation

As highlighted within the scope at section 3, the scoping meeting held with members of the OPTRSWG and other stakeholders yielded some key areas of focus for this study.

The top issues identified by the study group were;

- Speeding
- Lack of road crossing facilities
- Air Quality
- School parking

Another key issue raised was that of parking, specifically the alteration of parking restrictions to allow only residents to park within the KA Zone at certain times of day, in part to give residents a greater chance to find a space when returning from work for instance. It was also seen as a potential solution for issues experienced at Poynings Place to prevent parents collecting their children from St Jude's' school. Whilst this is a reasonable suggestion worth consideration, it is felt that since the area has been subject to two separate consultations in the past 3years directly related to the operation of the residents' parking zone, further changes could cause confusion and public engagement would likely be low. In terms of the school, the short period of time that parents are present in the vicinity of the school would make enforcing the residents only parking very difficult to enforce. For these reasons, we have not investigated further alterations to the residents parking zone at this time however would not rule out the possibility of doing so in future. Potential solutions for Poynings Place are discussed later in the report.

Other issues raised included congestion caused by delays at the Wightlink ferry terminal, this issue was especially prevalent during the 2017 spring/summer period whilst construction works were ongoing at the Wightlink terminal however the is also risk of similar occurrences on peak days especially if services are disrupted in any way. Peak days typically include bank holiday weekends, weekends at the beginning/end of school holidays and the IOW festival weekend.

4c. Evidence gathering

In order to form an accurate picture of the traffic conditions/patterns present in Old Portsmouth, it was important to gather as much data as possible relating to the main issues raised within the scoping exercise.

As detailed in section 4a, significant work has previously been carried out on a variety of different issues in Old Portsmouth. This has resulted in the production of various data streams, predominantly relating to traffic speeds/counts and pedestrian crossing assessments. With the key issues identified within section 4b, it was decided that a fresh series of surveys should be undertaken to include traffic surveys (speed & volume), pedestrian surveys and a localised Air Quality study.

Anecdotal evidence has also been collated predominantly from enquiries and complaints received by the Council but also from officers, Councillors and residents with links to Old Portsmouth.

An additional data set was provided by the Old Portsmouth Community SpeedWatch (CSW) group. The group aspires to conduct a speed education exercise for one hour every fortnight during periods when speeding is known to be worse. This target has been constrained by defective equipment and being limited to daylight hours. Nevertheless, the data set has shown that at peak periods even when traffic speeds are curtailed by congestion, 23 per cent of drivers exceed 24 mph; making them liable to prosecution by the police.

Traffic surveys

With input from members of the OPTRSWG, it was decided to conduct three surveys using PCC's own radar survey equipment. This equipment has previously been used to gather information and although the use of Automatic Traffic Counters (ATCs) was considered, the ability to accurately compare new data to existing data was considered important and as such, three radar survey units were deployed to High Street, Pembroke Road and Broad Street. The locations of these surveys were agreed with working group members prior to deployment of the equipment. The surveys began on 22nd January 2018 with the survey units at High Street and Pembroke Road running until 14th February 2018, the survey unit at Broad Street was still collecting data up until 16th February 2018 when the units were collected.

PCC undertake surveys over a 24hour period to give a complete picture of traffic conditions; however it is acknowledged that in areas where congestion occurs, the overall speed results may be lower than if only free flow conditions were analysed (as is recommended by DfT[4]). The speed analysis undertaken in the next section has been done using the 24hour data; however given the known congestion issue that occurs adjacent to the survey site at High Street a further level of analysis has been undertaken at this site following concerns of the working group about whether the 24hour speed results at High Street were reflective of the conditions actually experienced by residents.

Note: Owing to concerns about the reliability of the initial survey, a further survey was carried out at High Street in January 2019. Further information on this is include in section 4d(i).

[4] DMRB CA185 http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section1/CA%20185%20Vehicle%20speed%20measurement-web.pdf

Pedestrian counts

Crossing assessments have been carried out at a number of locations. Potential locations were discussed and agreed with members of the working group based on local knowledge and user experiences. The consensus amongst the working group is that there is a general lack of crossing facilities across the Old Portsmouth area and some very clear desire lines. These areas were focussed on, several of which have previously been subject to crossing assessments as detailed in section 4. Two sessions of pedestrian counts were undertaken, the first undertaken on a Sunday in December chosen due to the Christmas market that was being held at the ARTches (in the Hotwalls) on that day thus reflecting the greatest chance of a surveying a day that would give a reasonable reflection of the road conditions. The survey locations for this session were Broad Street/Feltham Row and Broad Street/Trimmers Court. The second session of counts was carried out on 10th January 2018 between 7am-7pm; these counts were undertaken at High Street/Pembroke Road, High Street/Peacock Lane and Pembroke Road/Pembroke Close.

Air Quality

As detailed above, part of Old Portsmouth is included within AQMA 7. In addition, following concerns from residents regarding congestion and air pollution in the Old Portsmouth area, particularly around local schools, PCC began the process of undertaking monitoring of the air pollution outside of St Jude's School, using a diffusion tube monitor. This monitoring began in December 2017, and continued for a period of 1 year, in order to obtain the annual mean concentration of NO2 at this location.

Other data sources

Enquiries and complaints received by Portsmouth City Council - Member of public reported numerous incidents of vehicles colliding with the traffic island in Pembroke road. This generally only happens during clear summer evenings when the sun is setting, vehicles travelling west are blinded by the glare obscuring their view of the pedestrian refuge and preceding road markings. Further examples of this occurred in July of 2018 with at least one vehicle colliding with the traffic island resulting in PCC putting in temporary measures in 2019 & 2020 to prevent further occurrences.

Casualty data - Stats 19 data extracted for key areas focussing on sites identified for potential pedestrian crossing locations.

4d. Findings

The following section examines the results of the data collected and picks out the key findings. A full representation of the data collected is appended to this report.

4d(i) Speed data

High Street

Following further analysis of the traffic volumes recorded during the survey period, a significant reduction was observed over previous surveys. Although the initial survey for this report took place at a different time of year to the previous surveys (referenced in part 4a), the reduction in volume exceeded what would normally be expected in terms of seasonal variation.

It was not possible to undertake a full set of surveys again; however, a repeat 1-week survey was carried out at High Street in November 2018 to validate the earlier results. An analysis of these results is below; the initial results and analysis of those results have been retained in the appendices for completeness.

Speed Figures [V in mph]

	Vmin	Vmax	Vavg	V15	V50	V85	Vexc %
Cross-section	3	59	24	19	24	29	73.1
SB	3	52	24	19	24	29	69.6
NB	3	59	25	19	24	31	76.2

Descriptions

Vmin: Minimal velocity
Vmax: Maximal velocity
Vavg: Average velocity
V15: Critical velocity for the first 15% of vehicles
V50: Critical velocity for the first 50% of vehicles
V85: Critical velocity for the first 85% of vehicles
Vexc %: Speeding in %

The repeated survey registered a peak daily flow of 5496 vehicles, the average over the 7days was 4752 per day. The 5-day average was 5106. These averages are still well below the figures recorded in 2015, which suggests that traffic levels are in fact reducing albeit anecdotally the feeling is that traffic levels have increased in recent years.

In terms of speed, the results returned were higher than those of the initial survey with an 85th percentile speed (the speed that 85% of vehicles were travelling at or below) of 29mph and an average of 24mph; a significant increase over the earlier recorded figures of 23mph and 19mph respectively. Whilst this could in part be explained by the longer period of the earlier survey, the results are still significantly higher than would be expected on a 20mph road. The speeds for northbound traffic were noticeably higher than southbound traffic with northbound speeds of 31mph (85th percentile) and 25mph (average). Southbound speeds were 29mph (85th percentile) and 24mph (average). This is likely due to the presence of on-street parking along the southbound kerbside that can cause drivers to be more cautious and thus reduce speed.

Overall 73.1% of vehicles were found to be travelling above 20mph and 49% travelling above 24mph. The maximum speed recorded was 59mph; the vehicle was travelling northbound during the early

hours of the morning. The highest southbound speed was 52mph. Over the survey period, six vehicles were recorded travelling in excess of 50mph with 156 vehicles recorded between 41-50mph. Although concerning, this represents 0.5% of the total vehicles recorded. The highest speeds generally occur late in the evening or during the early hours of the morning likely due to the significantly reduced traffic volume affording drivers the opportunity to speed and the belief that they may be less likely to be caught speeding. Whilst the number of pedestrians and cyclists will also likely be significantly reduced at these times, and thus the probability of an RTI occurring also reduced; the likely severity of a casualty were it to occur will be greatly increased as a result of these high speeds.

The above analysis is based upon the 24-hour counts; High Street does suffer from known congestion especially during school pick up/drop off times and as such, the traffic during these times is not free flowing. As a result, it is possible that the 24-hour counts underestimate the average and 85th percentile speeds recorded especially given that congestion usually occurs on a delay basis during term time. As a "stress-test", the speeds recorded on weekdays between 0900-1100 & 1300-1500 have been reviewed to provide a basic comparison of "free flow" conditions against the 24-hour survey.

This review covered 5901 vehicles, of these vehicles only 708 were recorded travelling below the speed limit in these off-peak, free-flow conditions. 5193 vehicles travelled at or above the 20mph speed limit; 88% of all traffic recorded during these times. The average speed was 25mph and the 85th percentile speed was 30mph, each 1mph higher than the 24-hour figures. Overall, an additional 15% of vehicles were recorded travelling over the speed limit when compared with the 24hour figures.

Whilst the majority of each day (*when reviewed hour-by-hour) returned similar speeds, the peak hour between 0800-0900 had noticeably lower speeds. This suggests that the congestion caused by significant volumes of vehicles dropping off pupils to the two schools nearby does have an impact upon the overall (24-hour) results.

Broad Street

The survey captured 24 days of data recording in excess of 47k vehicles during that period. This represents an average of approx. 2000 vehicles per day over the survey period. The data is presented as a series of "speed bins" with recorded vehicles sorted according to their speed. An extract from the results is replicated below showing the "headline" figures.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	Date	Time	Class	C1 / 1 - 15	C2 / 16 - 1	C3 / 20 - 2	C4 / 25 - 3	C5 / 31 - 3	C6 / 37 - 5	C7 / 51 - 5	C8 / 56 - 6	C9 / 61 - 150			Total	Average [	Excess. sp	V85 [Mile
767	553		Total volume	0	0	0	0	0	0	0	0	0			0	0	0	0
768	/ 1	Total	glot (M)Bikes	1322	389	293	180	23	5	0	0	0			2192	14	9	22
769	/ 2	Total	glot Cars	3099	6059	15788	12166	2290	302	3	0	0			39707	23	37	28
770	/ 3	Total	glot Vans	341	677	1890	1680	331	40	1	0	0			4960	23	41	29
771	/ 4	Total	glot HGV/Bus	39	92	175	116	11	0	0	0	0			433	22	29	27
772																		
773	Statistics		Total volume	4801	7217	18146	14122	2655	347	4	0	0			47292	22	36	28

As is shown in the above table, the average speed recorded during the survey was 22mph. The 85th percentile speed was recorded at 28mph. To put this in context, the speed limit of the road is 20mph and therefore the 85th percentile speed is higher than expected and represents an increase over the previous survey conducted at this location.

As with High Street, a greater proportion of vehicles exceed 24mph between 20:00-08:00; however, the results show that approx. 25% of vehicles regularly travel faster than this during daytime hours; overnight this figure is approx. 60-70%. Weekday traffic volumes average approx. 140-160 vehicles/hour during off peak hours and slightly less at approx. 100-120 vehicles/hour during the AM/PM peaks. Overnight volumes were much lower as is to be expected; it was normal to have no vehicles recorded at all during the early hours however generally overnight an average of approx. 10 vehicles per hour was recorded.

The highest speeds recorded of 51-55mph were recorded on four separate occasions between the hours of 17:00-22:00. The next lowest speed bin (37-50mph) recorded 347 vehicles, these occurrences were recorded mostly during the evenings with some instances spread through "working hours". 3006 vehicles were recorded travelling over 30mph during the survey period, a considerable number of vehicles representing approx. 6.5% of the overall vehicles. Incidences of excessive speeding (>30mph) occurred fairly uniformly throughout the day suggesting that road conditions afford drivers the opportunity to speed at most times of the day.

When assessing the northbound and southbound results independently, the speeds recorded were marginally faster for vehicles travelling Southbound than Northbound. An average speed of 23mph and 85th percentile speed of 29mph was recorded for vehicles travelling Southbound whereas the northbound speeds were 22mph and 27mph respectively. The percentage of vehicles exceeding the prosecutable threshold (>24mph) was also higher for Southbound traffic at 40% opposed to Northbound traffic at 33%. One reason for this could be the proximity of the echelon parking bays located at the west side of Broad Street to vehicles travelling northbound; the presence of which may cause vehicles to proceed more cautiously due to the possibility of a vehicle emerging and/or a perceived narrowing of the road caused by the angle of the parked vehicles. Much of the parking in Broad Street is does not fit with the latest guidance of the laying out of echelon bays in a Reverse-In/Drive-out (RIDO) configuration.

Pembroke Road

The survey captured 24 days of data recording in excess of 116k vehicles during that period. This represents an average of approx. 4800 vehicles per day over the survey period. The data is presented as a series of "speed bins" with recorded vehicles sorted according to their speed. An extract from the results is replicated below showing the "headline" figures.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	Date	Time	Class	C1 / 1 - 15	C2 / 16 - 19	C3 / 20 - 24	C4 / 25 - 30	C5 / 31 - 35	C6 / 36 - 50	C7 / 51 - 55	C8 / 56 - 60	C9 / 61 - 80			Total	Average	Excess. sp	V85 [Mile.
2758	/ 1	Total glot	(M)Bikes	1614	814	889	710	339	141	0	0	0			4487	19	3	29
2759	/ 2	Total glot	Cars	5523	3468	20744	17679	12495	1878	37	7	8			83839	26	5	32
2760	/ 3	Total glot	Vans	416	796	2975	9765	6020	2217	18	1	0			22208	29	10	34
2761	/ 4	Total glot	HGV/Bus	142	405	1208	1454	636	117	0	0	0			3962	25	3	32
2762																		
2763	Statistics		Total volume	7695	7483	25796	49608	19490	6353	55	8	8			116496	26	6	32

As is shown in the above table, the average speed recorded during the survey was 26mph. The 85th percentile speed (the speed that 85% of vehicles were travelling at or below) was recorded at 32mph. To put this in context, the speed limit of the road is currently 30mph and therefore the speeds recorded would suggest that the speed limit is set at an appropriate level. It should be noted however that many residents feel that Pembroke Road should be consistent with High Street (and adjoining roads) and

have a 20mph limit where at present the 30mph limit in place around the seafront area continues into Old Portsmouth (via Pembroke Road).

A greater proportion of vehicles exceed 35mph between 20:00-08:00; however the results show that approx. 5% of vehicles regularly travel faster than the prosecutable threshold during daytime hours; overnight this figure is approx. 15%. Weekday traffic volumes average approx. 800-900 vehicles/hour during the AM peak and approx. 500 vehicles/hour during the PM peak. During off-peak hours, approx. 300-400 vehicles/hour were recorded. Overnight volumes were much lower as is to be expected; it was not uncommon to have less than 5 vehicles per hour recorded during the early hours however generally overnight an average of approx. 15-20 vehicles per hour was recorded.

The highest speeds recorded of 61-80mph were recorded on eight separate occasions, these occurred at various times of day including two occasions overnight. The next lowest speed bin (56-60mph) recorded a further eight vehicles with 51 vehicles recorded between 51-55mph, these occurrences were recorded mostly during the evenings with some instances spread through "working hours". A total of 6424 vehicles were recorded travelling over 35mph during the survey period, a considerable number of vehicles representing approx. 5.5% of the overall vehicles. Just short of 26k vehicles were recorded as travelling over the 30mph speed limit, this represents close to quarter of all vehicles (22.2%).

When assessing Eastbound and Westbound separately, the westbound flow is considerably greater than the eastbound flow by approximately 20k over the study period. There was some fluctuation in traffic flows recorded on weekdays ranging from approx. 2100 to 2500 vehicles per day eastbound. The traffic flow in a westbound direction has similar fluctuation with between approx. 3100-3500 vehicles on average per day travelling along Pembroke Road. The additional westbound flow could be as a result of the wide catchment for St Jude's' primary school attracting Pupil from across Portsmouth but could also lend weight to the observations of residents that drivers use Pembroke Road and High Street (and sometimes parallel routes such as Warblington St) to avoid the Terraces route which is often congested. This is attractive for traffic travelling northbound as once at A3 Cambridge Road, vehicles have priority over those travelling north along the Terraces - vehicles at Hampshire Terrace must give way to vehicles travelling around the Gyratory.

In terms of speed, vehicles travelling eastbound were recorded at far greater speeds than westbound traffic. Eastbound traffic was recorded at an average speed of 29mph and an 85th percentile speed of 35mph whereas Westbound traffic was recorded at an average of 24mph and an 85th percentile speed of 30mph. 11% of Eastbound traffic exceeded the prosecutable speed limit (>35mph) while just 2% of Westbound traffic was found to do this. This could in part be due to traffic queuing back from the junction of Pembroke Road with High Street. However, a more likely explanation is that Pembroke Road has two quite distinct environments; an area to the west with residential housing and narrow carriageway widths and an area to the east that is wider and provides a link to the Southsea Common/seafront area and significant on-street parking opportunity. The survey was carried out close to the transition of these areas and as such, there could be value in surveying each area independently to compare results.

The survey unit was placed to ensure that the known traffic queues that form back from the junction of High Street did not affect upon the survey results, however as per the High Street results, a basic review of free flow speeds has been undertaken. The average of 85th percentile speeds recorded

between 0900-1100 was 32.5mph; during the period 1300-1500, the average 85th percentile speed was 31.7mph. This broadly aligns with the 24hour figures however, contrasts with the average 85th percentile speed recorded during the AM peak of 29.5mph. This is likely a result of either congestion stemming from the junction with High Street or Pupil drop offs to St Jude's' school (or possibly a combination of the two).

4d (ii) Pedestrian counts

High Street/Peacock Lane
A 12hr pedestrian count was undertaken on Wednesday 10th January 2018, a neutral day during school term time. Peacock Lane is a one-way road exiting onto High Street; however, the enumerator observed that there were numerous occurrences of vehicles turning around in the junction and/or parking on double yellow lines at the junction to pick up/drop off children attending the local schools.

During the count period, 321 pedestrians were observed crossing the road, with the hour between 15:00-16:00 the busiest period of the day. The next busiest hour being 08:00-09:00. This would support the assertion that this site is popular for schoolchildren crossing the road. Overall, the hours outside of these two peak hours were quiet typically seeing approx. 20 pedestrians using the crossing point. Interestingly, the number of children crossing in the afternoon was considerably higher than in the morning suggesting that some children travel to school via different modes in the morning/afternoon.

When putting the recorded pedestrian numbers into the $ADPV^2$ formula (including weightings for vulnerable users - children & elderly), the top four values are averaged to give a result of 0.55 ($x10^8$). This is below the result that would automatically justify the provision of a controlled crossing facility (e.g. Zebra or PUFFIN crossing) however other local factors such as the school can be considered alongside the $ADPV^2$ result to determine whether a crossing facility should be provided.

High Street/Pembroke Road
A 12hr pedestrian count was undertaken on Wednesday 10th January 2018, a neutral day during school term time. Pembroke Road is a two-way road joining High Street to the seafront area/Southsea Common. There are small traffic islands on the north and south sides of the junction with dropped kerbs at either side of High Street however the crossing point to the south is lacking the correct tactile paving.

During the count period, 1261 pedestrians were observed crossing High Street on either the north or south side of the junction. More pedestrians were observed crossing at the north side of the junction, approx. 100 more than at the south side. A large number of cyclists were observed travelling Northbound, some 290 cyclists opposed to just 31 travelling Southbound. The busiest period was again 15:00-16:00 however the afternoon into the evening was consistently busy with the morning period noticeably quieter. This could be in part due to the presence of a convenience store at the corner of High Street/Pembroke Road.

Overall, the $ADPV^2$ formula yielded a result of 0.27 ($x10^8$). This is considerably below a result that would justify the provision of a controlled crossing and below the figure to be added to a secondary priority

list however is great enough to justify the site being considered for crossing facilities based upon local factors. (E.g., schools, high proportion of older residents and high level of visitors around the area).

Pembroke Road/Pembroke Close

A 12hr pedestrian count was undertaken on Wednesday 10th January 2018, a neutral day during school term time. The traffic count was centred upon a small set of traffic islands forming a pedestrian refuge close to the junction of Pembroke Road with Pembroke Close. The traffic island is used heavily by schoolchildren at the start and end of the school day and is manned by a School Crossing Patroller to aid children in crossing the road safely.

During the count period, 416 pedestrians were observed crossing Pembroke Road at the pedestrian refuge. The busiest period is between 08:00-09:00 reflecting the use by schoolchildren, the next busiest period was 15:00-16:00 again reflecting use following the end of the school day.

Overall, the ADPV² formula yielded a result of 0.93 ($x10^8$). This is only slightly under the result that would justify a controlled crossing however given the proximity of a school and the heavy use by school children, there would be a case for this site to be included on a primary list for the provision of a controlled crossing facility - this might free up the SCP to cover another crossing point in the area that does not benefit from a controlled crossing facility.

Broad Street/Feltham Row

After consultation with members of the working group, it was decided that in order to obtain a more accurate picture of the quantum of pedestrians wishing to cross Broad Street, a survey would be carried out in December 2017 to coincide with a Christmas market at the Hotwalls Studios. It was felt that this area is very much dependent on visitor numbers and the use of this crossing point in particular is seasonal. Due to the time constraints we had in collecting data, it was felt this represented the best opportunity to capture an accurate representation of the road conditions.

A pedestrian count was carried out between 09:00-17:00 (beginning/ending an hour either side of the market opening time) on Sunday 3rd December. The site surveyed has an informal crossing point between Feltham Row (part of the Millennium chain walking route) and the west side of Broad Street adjacent to the Hotwalls Studios. There are dropped kerbs either side of the road but no tactile paving. Feltham Row is extremely popular for pedestrians travelling between Gunwharf Quays and the Hotwalls/Spice Island area with a natural desire line existing across Broad Street where Feltham Row ends.

During the count period, 1585 pedestrians were observed crossing Broad Street in the 8hr period; 789 of these crossed from east to west and 796 crossed west to east. This would suggest that the vast majority of visitors travelling on foot from Gunwharf Quays (or from the general direction of) return via the same route. There was a clear peak in numbers around lunchtime with numbers gradually building up to this through the morning and then tailing off through the afternoon.

Overall, the ADPV² formula yielded a result of 0.41 ($x10^8$). This is below the figure where provision of a controlled facility would be justified although could be considered as secondary priority if local factors were considered sufficient to justify such provision.

Broad Street/Seager's Court
A count at the junction of Broad Street with Seager's Court was also carried out at the same time as that described above. This route is well used by pedestrians following the Millennium chain walking route; the count indicates that the route is considerably more popular for pedestrians following the route back to Gunwharf Quays from Spice Island with over 6 times more pedestrians travelling this direction than toward Spice Island.

400 pedestrians were recorded during the count period, 347 of which crossed from North to South and 53 from south to north. The count profile reflected that experienced at Broad Street/Feltham Row with numbers gradually increasing through the morning, peaking around lunchtime and then gradually tailing off through the afternoon.

Overall, the $ADPV^2$ formula yielded a result of just 0.036 ($x10^8$). This figure is well below a result that could justify the provision of a controlled facility; that said, the uncontrolled crossing point does not have the required tactile paving and could risk the safety of visually impaired pedestrians. While a controlled facility may not be appropriate at this location, the uncontrolled crossing point should be brought up to standard.

4d(iii) Casualty Data

Casualty data has been extracted for the key roads within Old Portsmouth. This does not include near misses or accidents that did not result in a casualty which for the most part go unrecorded. The City Council has been trialling a system to collect cycling near misses. Some relevant data collected through this system is also included in this review.

High Street
Casualty stats for High Street are low with just three incidents recorded in a 5-year period. The two incidents are detailed below:

Crash Date: Thursday, October 02, 2014 Time of Crash: 08:30:00
Vehicle 1: Pedal cycle Vehicle 2: Car Casualty 1: Rider
Description: Pedal cycle proceeding along carriageway, vehicle turning left from High Street collides with cycle

Crash Date: Tuesday November 18, 2014 Time of Crash: 19:20:00
Vehicle 1: Car Casualty 1: Pedestrian
Description: Car turning right from Peacock Lane collided with pedestrian crossing from Driver's nearside and masked by parked vehicle

Crash Date: Wednesday November 8, 2017 Time of Crash: 16:15:00
Vehicle 1: Car Vehicle 2: Car Casualty 1: Pedestrian (driver of Vehicle 1)
Description: Pedestrian in carriageway (not crossing road) taking pupil to/from school

Each of these incidents occurred in different parts of High Street with different classes of road users involved, it could therefore be concluded that there is not a pattern to the incidents in High Street. The first incident occurred as a result of a driver failing to look properly when pulling out into a junction and cannot be attributed to the road layout.

The information provided for the second incident does not detail whether the vehicle masking the pedestrian was legally parked however the fact a pedestrian was crossing at this location concurs with the assertion that a desire line exists across High Street near Peacock Lane and perhaps if a crossing facility were present, the accident could have been averted. Equally, if the car masking the view of the pedestrian was illegally parked, the incident could have been averted had the vehicle not been there.

Anecdotally, the enumerator observed several vehicles pull up on Double Yellow lines on High Street at the junction of Peacock Lane to collect/drop off children and therefore an illegally parked vehicle could well have been the cause of the incident. That said, whilst there is evidence of a vehicles stopping on double yellow lines on a regular basis, there have not been any other accidents here thus without a clear pattern it is difficult to be sure that this was the cause of the accident.

The third incident would appear to involve a parent dropping off a child being struck as they stepped out of their vehicle. That vehicle is described as being parked in the carriageway and is therefore likely to have been parked on Double Yellow Lines while taking a child to Portsmouth Grammar School. It is therefore reasonable to conclude that the incident has occurred because of the way the vehicle was parked rather than the lack of suitable crossing facilities (the zebra crossing was within close proximity).

Cambridge Road/ Museum Road roundabout

There were two accident clusters at this site, at the junction of High Street there were two reported incidents and at the junction of Cambridge Road a cluster of six incidents, one of which on the 26 Jun 2015 was brought to the council's attention by a member of the working group.

Crash Date: Thursday, October 2, 2014 Time of Crash: 8:30:00
Vehicle 1: Pedal Cycle Vehicle 2: Car Casualty 1: Rider
Description: Vehicle 1 proceeding normally along the carriageway, not on a bend; Vehicle 2 is in the act of turning left.

Crash Date: Friday, December 18, 2015 Time of Crash: 15:50:00
Vehicle 1: Car Vehicle 2: Pedal Cycle Casualty 1: Rider
Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is in the act of moving off (entering roundabout).

Crash Date: Monday, May 7, 2018 Time of Crash: 15:30:00
Vehicle 1: Pedal Cycle Vehicle 2: Car Casualty 1: Rider
Description: Vehicle 1 proceeding normally along the carriageway, not on a bend; Vehicle 2 is in the act of turning left (exiting roundabout).

Crash Date: Friday, June 26, 2015 Time of Crash: 18:07:00
Vehicle 1: Car Vehicle 2: Pedal Cycle Casualty 1: Rider

Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is in the act of moving off (entering roundabout).

Crash Date: Wednesday, January 31, 2018 Time of Crash: 14:20:00
Vehicle 1: Car Vehicle 2: Pedal Cycle Casualty 1: Rider
Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is in the act of moving off (entering roundabout).

Crash Date: Friday, April 20, 2018 Time of Crash: 11:45:00
Vehicle 1: Taxi/PHV Vehicle 2: Pedal Cycle Casualty 1: Rider
Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is proceeding normally along the carriageway, not on a bend. Front of Veh 1 impacts nearside of Veh 2.

Crash Date: Monday, October 26, 2015 Time of Crash: 08:10:00
Vehicle 1: Pedal Cycle Vehicle 2: Goods vehicle >7.5t Casualty 1: Rider
Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is proceeding normally along the carriageway, not on a bend. Front of Veh 2 impacts rear of Veh 1.

Crash Date: Friday, April 27, 2018 Time of Crash: 17:22:00
Vehicle 1: Car Vehicle 2: Pedal Cycle Casualty 1: Rider
Description: Vehicle 2 proceeding normally along the carriageway, not on a bend; Vehicle 1 is proceeding normally along the carriageway, not on a bend. Front of Veh 1 impacts nearside of Veh 2.

What is abundantly clear from these stats, is that cyclists are most vulnerable at this junction (as they are at many junctions) of all users. The larger cluster is to the north east side of the roundabout and could perhaps be explained by the good visibility to the right (towards St Georges Rd) when travelling south along Cambridge Road.

Each of the incidents are extremely similar in nature and would seem to suggest that drivers are not noticing cyclists that are already travelling around the roundabout. None of these incidents have occurred in a period of darkness and therefore this cluster of incidents cannot be put down to the cyclists not being visible enough.

It is recommended that possible future interventions are explored by the road safety team; in the immediate term, new "Think Bike" signage is to be installed at the roundabout to reinforce the presence of cyclists to drivers entering the roundabout.

Broad Street
Casualty stats for Broad Street are low with just two incidents recorded in a 5year period. The two incidents are detailed below;

Crash Date: Friday, May 30, 2014 Time of Crash: 8:49:00
Vehicle 1: Van/LGV Casualty 1: Pedestrian
Description: Van proceeding along Broad Street collided with pedestrian crossing from Driver's offside

Crash Date: Saturday, April 18, 2015 Time of Crash: 14:52:00
Vehicle 1: Van Casualty 1: Pedestrian
Description: Van proceeding around left hand bend collided with pedestrian crossing from Driver's nearside and masked by parked vehicle

Each of these incidents occurred in different parts of Broad Street however both involved pedestrians attempting to cross the road, at least one of which did so from behind a parked vehicle thus obscuring the view between driver and pedestrian.

This particular incident occurred at the bend when Broad Street meets High Street, a site characterised by an extremely wide stretch of road with the added complexity of a minor road junction (Battery Row) on the apex of the bend. The need for a facility to aid pedestrians/cyclists to cross High Street has previously been identified to be delivered as part of the completion of the Shipwright's Way route.

The first incident happened further north on Broad Street between Feltham Row and Tower Alley where the road is broadly straight with a significant amount of car parking on both sides of the road. Again the casualty was a pedestrian attempting to cross the road, it is unknown whether the pedestrian was obscured by a vehicle however given the lack of formal crossing points and high level of on-street parking provision it is certainly possible that this was the case.

Pembroke Road
Pembroke Road has a higher level of recorded casualties than both High Street and Broad Street with 5 incidents in a 5year period. The details of each incident are recorded below;

Crash Date: Saturday, December 28, 2013 Time of Crash: 9:37:00
Vehicle 1: Car Casualty 1: Driver of vehicle
Description: Car proceeding along Pembroke Road collided with Lamp Post

Crash Date: Thursday, May 21, 2015 Time of Crash: 17:45:00
Vehicle 1: Pedal cycle Vehicle 2: Car Casualty 1: Cyclist
Description: Car turning right from Victoria Avenue into Pembroke Road and collided with cyclist

Crash Date: Wednesday, November 30, 2016 Time of Crash: 14:36:00
Vehicle 1: Car Vehicle 2: Car Casualty 1: Driver (vehicle 2)
Description: Vehicle 1 passing vehicle 2 collided with rear of vehicle 2 and subsequently collided with wall off carriageway

Crash Date: Friday, January 20, 2017 Time of Crash: 14:36:00
Vehicle 1: Car Casualty 1: Driver (vehicle 1)
Description: Vehicle 1 proceeding along Pembroke Road and collided with wall off carriageway

Crash Date: Tuesday, February 07, 2017 Time of Crash: 13:30:00
Vehicle 1: Car Vehicle 2: Car Casualty 1: Driver (vehicle 1) Casualty 2: Passenger (vehicle 1) Casualty 3: Passenger (vehicle 1) Casualty 4: Passenger (vehicle 2)
Description: Vehicle 1 proceeding along Pembroke Road and collided with Vehicle 2 parked in carriageway

Only one of the incidents involved a vulnerable road user, a cyclist struck by a right turning vehicle which can be attributed to a careless driver rather than any fault with the road layout. The other four incidents all involve drivers colliding with stationary objects either on or off carriageway however the causes of these incidents is not known.

Anecdotal evidence related to the incident of January 20, 2017 suggested that the incident occurred as a result of a medical incident and therefore cannot be attributed to the road layout. The remaining three incidents are less clear, it is possible that speed played at least a part in these incidents however there is no way to confirm this. It is however notable that the number of incidents is somewhat higher on Pembroke Road, a 30mph road, than both High Street and Broad Street which are both subject to a 20mph limit.

Although not officially recorded, the Highway Authority were made aware of a series of incidents that have occurred over a number of years around the time of the summer solstice. Local residents have reported that vehicles travelling west along Pembroke Road are often met by severe glare from the sun as it sets generally between 19:30-20:00hrs for a 5-6week period. At approximately the point at which vehicles experience this glare, a traffic island is present just beyond a series of echelon parking bays on the nearside of the westward travelling vehicles. The glare obscures the view of this island which has resulted in several vehicles overrunning the island and colliding with the bollards located on top of the islands. This is especially concerning as the traffic island is used as a pedestrian refuge, fortunately none of the incidents have involved pedestrians thus far however following incidents in consecutive years, it is clear that there is a problem even if the problem is only present for a few weeks per year. A revision of the road markings/parking bays was carried out in June 2020 to address the problem; the measures appear successful however were combined with the temporary barriers. The scheme will be reviewed again following next year's solstice. This should not preclude any potential review of the speed limit/crossing facilities at Pembroke Road should this be seen as appropriate as an outcome of this report.

St Georges' Road

St George's Road is at the edge of the study area however is a key route linking the Wightlink ferry terminal to the strategic road network. A total of 4 incidents were recorded in a 5year period.

Crash Date: Wednesday, October 30, 2013 Time of Crash: 17:03:00
Vehicle 1: Car Vehicle 2: Car Casualty 1: Driver (vehicle 2)
Description: Vehicle 1 proceeding along St Georges Road when vehicle 2 turns right out of Armory Lane and collides with Vehicle 1

Crash Date: Thursday, March 05, 2015 Time of Crash: 17:32:00
Vehicle 1: Car Vehicle 2: Car Casualty 1: Driver (vehicle 2)
Description: Vehicle 1 performing a U-turn in the road collides with Vehicle 2

Crash Date: Thursday, April 23, 2015 Time of Crash: 7:45:00
Vehicle 1: Car Vehicle 2: Motorcycle Casualty 1: Rider (vehicle 2)

Description: Vehicle two passing another moving vehicle when Vehicle 1 collides with Vehicle 2 whilst turning right to Warblington Street

Crash Date: Wednesday, October 28, 2015 Time of Crash: 19:56:00
Vehicle 1: Car Vehicle 2: Car Vehicle 3: Car Casualty 1: Passenger (vehicle 2)
Description: Vehicle 1 coming to a stop when Vehicle 2 stops suddenly and vehicle 3 collides with Vehicle 2 causing vehicle 2 to impact with vehicle 1

Only one of the incidents involved a vulnerable road user (motorcycle); this seemingly occurred as a result of a right turning vehicle not expecting the motorcycle to be overtaking another vehicle and can be put down to driver error/carelessness.

The latest incident involved rear-end shunts amongst several vehicles. What is not clear is whether the incident was caused as a result of standing traffic (an occurrence that does sometime occur as a result of delays to IOW ferries) or simply as a lack of concentration on the part of Vehicle 3.

The remaining two incidents appear to have occurred as a result of drivers not taking due care and not as a result of any inherent fault with the road layout.

Near miss initiative
Portsmouth City Council have launched a near miss reporting tool to allow cyclists to report "near miss" incidents that are ordinarily not recorded anywhere else. It was launched in the hope of providing a richer dataset to identify areas of the road network that are particularly hazardous to cyclists.

The tool has provided very successful with a high number of reports received during the 6month trial period. When reviewing the data, it is possible to focus on the study area covered by this report to look for any clusters/patterns. The wider Old Portsmouth area saw 6 individual reports (5 shown below - a further incident was reported directly to PCC Traffic). These weren't grouped in any noticeable way and appear to be isolated incidents.

King's Road roundabout

The roundabout at the junction of King's Road and Museum Road is outside of the study area however at the specific request of Councillor Wood (Ward Councillor for St Thomas ward) this junction has been included in the report. There have been 15 recorded accidents in the past 5years either at the roundabout or on the immediate approaches to the roundabout; 14 of these involved cyclists.

The number of accidents makes it impractical to reproduce each incident within the main body of the report however; a full representation is included within the appendices. As above, all but one of the accidents involved pedal cycles and previous works at the roundabout have been aimed at reducing these incidents. The numbers of accidents have been reasonably consistent over each of the 5 years with the exception of 2016 that had a single recorded accident. The remaining years had 3, 3, 4 & 4 accidents respectively in 2013, 14, 15 &17.

The majority of accidents involving cyclists have involved cycles travelling east-west (or vice-versa) being impacted by vehicles travelling north-south (or vice-versa). This would suggest that the vehicles involved in these accidents are perhaps arriving at the junction too quickly and then failing to see the cyclists navigating the roundabout and/or that the forward visibility for vehicles travelling north-south is great enough to encourage higher than appropriate approach speeds.

The junction has significant areas of high friction surfacing marking out ghost-islands to create the illusion of deflection with the intention of slowing vehicles. The evidence would however suggest that these ghost island markings are regularly overrun and therefore fail to adequately slow vehicles entering and existing the roundabout. The junction requires further improvements including the implementation of engineering measures to address the aforementioned issues; funding should be sought as a priority measure.

4d(iv) Air Quality

Following the installation of a diffusion tube monitor near St Jude's school, data for 2018 &2019 is available. The first 18mo approx. were recorded close to St Judes' school on Lighting column 7, this was raised by members of the working group as perhaps not an optimal location for monitoring vehicle emissions. The diffusion tube was then moved in July 2019 to be closer to where the majority of traffic passes; this unit was placed near 23 St Nicholas Street:

Site ID	2018 - NO_2 Mean Concentrations (µg/m^3)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.891) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
141	19.09	26.56	25.51	21.45	29.03	18.17	22.60	19.02	21.14	26.27	23.29	21.51	22.80	20.32	

Site ID	2019 - NO_2 Mean Concentrations (µg/m^3)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.84) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
141	28.68		16.88	24.91	19.10	16.23							21.16	16.92	
142							18.97	16.03		19.83	24.18	16.12	19.03	17.67	

The results above illustrate that the levels of NO2 at both locations are relatively low. Whilst the mean was slightly higher in 2019 once relocated, the overall mean was higher in the original position in 2018. This could be for a number of reasons, including natural upgrade of the fleet to cleaner vehicles, measures to encourage park and walk and the "Stomper" initiative promoted to school children to increase active travel. The National Air Quality Objective for nitrogen dioxide is 40ugm^3 and all of the readings recorded above are significantly below this amount.

4d(v) School streets

As discussed in section 4a, residents of Poynings Place and St Nicholas Street have suffered congestion and inconsiderate parking at school pick-up and drop-off times associated with the nearby St Jude's Primary School. Residents have previously been consulted upon restricting access to the roads at school pick-up and drop-off times or restricting travel to one-way only to prevent "circling" of Poynings Place however each of these proposals were rejected by residents.

The issue of congestion around schools is not unique to this school or the city of Portsmouth; Sustrans have pioneered a "school streets" initiative beginning in Hackney, East London. The aim of the scheme was to encourage more pupils (and their families) to walk and cycle to school and improve air quality by reducing traffic movements and congestion directly outside schools.

This was achieved in Hackney by applying restrictions on motor traffic entering the roads around the school between 8.15-9.00 and 15.15-16.00 with an exception made for residents with parking permits for that zone. This is similar to the proposal previously consulted upon with residents with the addition of an exception for residents' access. It is not however clear how or if this is practically enforced which would present the biggest stumbling block to such a scheme in Portsmouth. It would in theory achieve the desired outcome to remove school traffic from the road considerably reducing the amount of traffic movements and greatly reducing the likelihood of conflict between parents and residents. Parents could still make use of the parking available at Pembroke Road and walk their children the last few hundred yards to the school gates which could be made more attractive if improvements to the crossing facilities can be made at Pembroke Road.

Road Safety officers have previously worked on a proposal to introduce school streets across Portsmouth. Assessment of a number of school sites was carried out taking into account a number of factors including rate of casualties nearby, parking enforcement records and proximity to Air Quality management areas amongst other parameters and concurrently looking at whether these schools had already had already had interventions by the Road Safety team. The interventions from the road safety team that have traditionally been used at schools in Portsmouth with a perceived road safety issue are educational programmes such as Pompey Monsters and Bikeability or infrastructure delivered through safer routes to school. By applying scoring to these measures, this allowed the various school sites to be ranked in order of the greatest perceived need of further, more significant intervention.

Of 50 schools scored, St Jude's school ranked 32nd in terms of perceived need, however many of the schools between 11th-27th places scored relatively similarly, the top 10 were noticeably higher scoring in terms of need. Therefore, at this stage given the need in terms of road safety and due to the local residents' previously rejecting the proposal of a temporary road closure the road safety team are not currently considering pursuing a school street at St Nicholas Street (Poynings Place).

5. Other issues arising

During the production of this report, the PCC Traffic & Network Management Team were approached by residents of both Gunwharf Quays and the Gunwharf Gate development with regard to specific traffic issues they had experienced. These issues were outside of the original scope of the study however, given that the areas are within the Old Portsmouth area, they are pertinent to this report.

5a. Gunwharf Quays

Representatives of the two management companies responsible for the residential areas of Gunwharf Quays raised issues with the number of vehicles entering the south gate of Gunwharf Quays, many of which are Taxis, to pick up and drop off and even park in spaces reserved for residents. The residents also expressed concern at the interaction between vehicles and pedestrians crossing Gunwharf Road, a concern shared with residents at Gunwharf Gate and subsequently explored in the next section (5b).

To combat this, enforcement of the area has been stepped up, as is the right of the management companies given that none of this area is public highway. This however has resulted in Taxis dropping off outside the gates on Gunwharf Road, often pulling onto pavements and waiting on Double Yellow Lines. This causes obstructions for vehicles disembarking the Wightlink ferry services but more so, presents a hazard for pedestrians; given the extremely high footfall through this area during the summer season, this is a cause for concern.

Outside of the main gates, Gunwharf Road is subject to No Waiting and No Loading restrictions and therefore Civil Enforcement Officers are able to robustly enforce the area when required. However, many drivers that flout the restrictions will simply drive away when an enforcement officer is in the area, and without the ability to enforce moving traffic offences using cameras, these behaviours are difficult to police. The enforcement of moving traffic offences can currently only be carried out by the Police; whilst the Traffic Management Act 2004 (TMA) allows for civil enforcement of such outside of London, secondary legislation is required to be passed by Parliament before these powers can be used by Local Authorities.

A simple solution to prevent the risk to pedestrians is to install bollards along the kerb edge, this will prevent vehicles mounting the pavement and therefore it is recommended that this be explored further.

5b. Gunwharf Gate

A resident representative for the Gunwharf Gate development has raised a number of issues experienced by their community related to traffic movements within and immediately surrounding the development.

The main issues were related to speed of vehicles through the development and the difficulty for residents crossing Gunwharf Road to Gunwharf Quays when making use of a private gated entrance. The roads within the development are a series of cul-de-sacs and private parking courts all subject to a 30mph speed limit; an anomaly when considered against the approach taken (20mph for residential roads) in other similar roads in the city. A further issue was identified at the junction of Armory Lane with St Georges Road where residents have witnessed vehicles performing turning movements in the mouth of the junction and running over pavements in the process. This is a similar issue to that

occurring at Gunwharf Quays (as described above) and could be solved by the installation of bollards on each of the corners at the junction.

To address the speeding and crossing concerns, a radar survey was carried out in Armory Lane in May 2019 and a crossing assessment carried out on a weekday and a Saturday in July 2019 to review the behaviour of vehicles and pedestrians and ascertain whether any further action was required. The results of each of these surveys are detailed below;

5b (i) Speed survey

A radar survey was carried out in Armory Lane for approx. 2 weeks to monitor traffic movements. In total, a little over 6000 vehicle movements were recorded during the survey with an average of 418 movements on weekdays and 348 on weekend days.

Overall, the survey returned an average speed of 19mph and an 85th percentile speed of 24mph. When considering the recommended speed measurement periods of 0900-1100 & 1300-1500, speeds for each were measured at 23.25mph & 23.85mph respectively. These results are, in the context of a 30mph limit, very good. However, the characteristics of the road are more representative of a 20mph road, and the results returned are more reflective of results of surveys in other residential roads subject to a 20mph limit in the city.

When assessed as a 20mph limit, the number of drivers exceeding 20mph is 2494 (approx. 46%). Those exceeding 24mph (the discretionary threshold for prosecution) totalled 727, or 12%. These figures, whilst clearly not perfect, represent at least as good as, if not better performance than many other 20mph residential roads in Portsmouth. Therefore, it is recommended that the areas of public highway in Armory Lane (and Beehive Walk, Gray's Court) be taken forward to consultation on the reduction of the speed limit to 20mph to remain consistent with PCC's approach to setting speed limits in residential roads.

5b (ii) Crossing assessment

The Gunwharf Gate development has a private gated access onto Gunwharf Road that only residents have the use of. This access is broadly opposite the south gate for Gunwharf Quays and provides a pedestrian route into Gunwharf Quays. Anecdotal evidence suggests that there is a pedestrian desire line across Gunwharf Road for pedestrians travelling between Gunwharf Quays and St Georges' Road, but also for the residents of Gunwharf Gate. The residents at Gunwharf Gate have requested a Zebra Crossing in this location to help pedestrians cross the 3 traffic lanes present.

A pedestrian survey was undertaken on a neutral weekday, but also at a weekend when footfall is known to be greater; these figures are also likely to be more reflective of school holiday periods. In total, 962 pedestrians were observed crossing the road in this location on the weekday with the busiest hour between 1800-1900; however numbers were fairly consistent from 1300 onwards and throughout the afternoon.

On the Saturday, 1082 pedestrians were recorded, which meets the expectation that footfall is usually busier on the weekends, however not significantly so. The busiest hour was 1400-1500 with approx. 180 people crossing (both directions); as would be expected at a weekend, the quietest period was between 0700-1000.

When putting the recorded pedestrian numbers into the ADPV² formula (including weightings for vulnerable users - children & elderly), the top four values are averaged to give a final result of 0.4 ($x10^8$) for the weekday, and 1.31 ($x10^8$) for the weekend. Despite, only slightly higher numbers of pedestrians crossing, there were considerably more vehicles using the road on the weekend, likely in relation to the IOW ferry service, thus increasing the difficulty in crossing the road and returning a significantly higher value. The weekend results would automatically justify the provision of a controlled crossing facility (e.g. Zebra or PUFFIN crossing) however the weekday result could make a secondary list when considering other local factors. Overall, the location is a reasonable contender for a facility should a technical solution be available.

Given the width of the road, high density of HGV traffic and speed of traffic at times; also the increased likelihood of standing traffic associated with the ferry terminal, a Zebra style crossing is not suitable. A traffic light controlled crossing (PUFFIN) would be the correct solution should a scheme be progressed in this location.

6. Summary

Whilst the issues experienced in Old Portsmouth are not necessarily unique to that area, the demands placed upon it in terms of traffic & transport are more exceptional given the numerous attractors in the area conflicting land-uses and blend of more modern residential development overlaid on a historical road layout.

There is a high demand for road space, especially in terms of parking spaces, generated by residents and visitors alike. This is reflected by high levels of permit issue for the controlled residents' parking zone in place across Old Portsmouth and pressure on pay & display parking areas, especially during the summer season. With the exception of St George's Road, the main roads within the study area could not be described as "through roads" and are predominantly used by drivers with a need to be in this area (residents, tourists, businesses etc.). That said, there is a feeling that congestion on other routes has led to vehicles rat-running along Pembroke Road and High Street in order to avoid this congestion. The findings of the traffic surveys would go some way to support this with considerable increases of traffic during the AM peaks although the presence of two schools could in part explain this.

Overall, speed surveys undertaken on the major roads in Old Portsmouth suggest significant levels of non-compliance with the posted speed limits. Based on the 24hour results, all of the roads recorded 85th percentile speeds in excess of the speed limit with High Street and Broad street significantly so. Each had significant numbers of drivers breaking the speed limit, as high as 73% at High Street; with 85th percentile speeds 8mph and 9mph above the posted speed limit at Broad Street and High Street respectively. Both of these sites also showed a significant number of vehicles exceeding the discretionary limit at which the Police will consider prosecution (24mph - following the 10% +2 theory). Following issue of this report, further consideration should therefore be given to speed reduction measures in Broad Street and High Street with input from the wider project group as to the nature and location of these.

At Pembroke Road, there were also significant numbers of drivers not adhering to the posted speed limit albeit the scale to which this occurred was not as great as at Broad Street and High Street especially. The 85th percentile speed recorded was 32mph, 2mph over the posted speed limit with approx. 22% of drivers exceeding the 30mph limit. Taken at face value, it would appear that the speed limit is broadly suitable for the road however it is recommended that further surveys be carried out for each of the different areas of the road to study any difference in driver behaviour. At this stage, it is not recommended to consider speed reduction measures in isolation until further work has been carried out. It may however be beneficial to consider other measures such as new crossing points to aid with the calming of traffic.

A later request for a traffic survey at Armory Lane returned results that would suggest a change from the existing 30mph limit to a 20mph limit would be appropriate. This would be consistent with other similar roads in Portsmouth and with national guidance[5] for this type of road. It is recommended that a proposal to reduce the speed limit is progressed to feasibility and consultation.

The crossing assessments undertaken to establish the key desire lines were, unlike the speed surveys, less conclusive and in isolation would be unlikely to merit an intervention. The results did however

[5] Manual for Streets 7.4 "Achieving appropriate traffic speeds" & DfT circular 01/2013 "Setting Local Speed Limits"

clearly demonstrate that a desire line did exist in the majority of the locations surveyed and whilst perhaps the results did not meet the usual qualifying thresholds (based on quantitive data), when considering the local environment and the results of the speed/volume surveys, there is an opportunity to positively affect both issues with a single measure. Therefore whilst comprehensive traffic calming schemes are perhaps unfeasible, it is recommended that isolated features be investigated to provide a level of traffic calming but also a clearer, safer pedestrian crossing point in several locations. A later crossing survey at Gunwharf Road did exceed the ADPV² value to justify a controlled crossing facility without also considering other local factors and as such should be progressed to a feasibility stage.

The casualty analysis undertaken in this study did not identify specific areas for concern other than the roundabout at the junction of Cambridge Road/Museum Road and Kings Road/Museum Road (included in the study area at the request of Cllr Rob Wood). The latter junction has long been an area whereby the quantum of cycle casualties are relatively high and various improvement works have been carried out in an attempt to address this. It is now proposed to install cycle lane dividers in the hatched sections at the roundabout to improve lane discipline for vehicles and ensure cycles select the correct lane for the turn they wish to make at the junction. The Cambridge road roundabout has experienced a flurry of cycle casualties in the past 18-24months establishing a distinct "cluster". It is recommended that a feasibility study be undertaken to review the likely causes, and possible solutions, to this cluster of casualties.

Aside from the roundabouts detailed in the previous paragraph, the key roads within Old Portsmouth do not appear to have any "hotspots" in terms of where accidents are occurring, nor any correlation as to the demographics of those involved in the recorded casualties. The High Street and Broad Street accidents have largely involved vulnerable users (pedestrians/cyclists) whereas accidents at Pembroke Road and St George's Road have predominantly involved vehicles colliding with other vehicles or objects off of the carriageway. It should be noted that some of the pedestrian casualties at High Street & Broad Street have occurred close to known desire lines perhaps suggesting the need for more/improved crossing points. As a result, improved crossing facilities at known desire lines are being proposed as part of the recommendations within this report. The cause of incidents at St Georges Road and Pembroke Road are more difficult to determine with queuing vehicles, driver error/carelessness and speed all being possible causes.

The completion of the Shipwright's Way route has been a long standing ambition of not only PCC, but also local interest groups and neighbourhood forums involved in this study. As the last remaining section required to complete the route, it is recommended that in conjunction with other recommended works, the remaining infrastructure for the Shipwright's Way be installed along an agreed route (as detailed in previous sections).

The Old Portsmouth area has experienced considerable disruption as a result of delays to Wightlink ferry services. This affects residents and businesses and can at times see the localised road network becoming near gridlocked. Wightlink have invested in a second parking level to increase their on-site capacity and allow faster loading/un-loading of ferries. Wightlink now have internal processes to reduce their impact upon the highway network in the event of delays however whilst the process works, there have been some concerns at how effectively Wightlink react to delays to prevent/lessen impact on local people. PCC have little control over how Wightlink operate, however there are some changes that could be made to ease the impact and improve access for some residents/businesses. One potential option is represented within the appendices.

In addition to this, it is proposed to undertake trials of a queue warning system which will alert PCC's Traffic Management Centre (TMC) when queues begin to form on the approach to the IOW ferry terminal and Gunwharf Quays. Traffic monitoring equipment will be installed at 3 locations in St Georges Road and Park Road, which will relay data to PCC's cloud-based traffic data store where the data can be evaluated and appropriate queue alerts sent to the TMC. Permanent traffic monitoring cameras will be installed to visualise actual conditions on the road network; to help identify the cause and scale of the problem. This will enable pro-active action to be taken, early engagement with stakeholders, (e.g. Wightlink & Gunwharf), to take place and information to be provided to the public via social media, variable-message signs etc. Results from the project will build a business case for moving the trial into a production system that could be utilised in other locations.

Aside from considering the issues identified during the initial workshop, the production of this report has highlighted that some of the previously held policies related to speed measurement and assessment, and the assessment of crossing provision are perhaps no longer suitable. Further, recent releases of new formal guidance from the DfT[6] related to traffic engineering procedures provide a sensible opportunity to review these policies to ensure they best meet the needs of Portsmouth residents and their changing travel behaviours. Whilst a review of such policies is outside of the scope of this report, it is recommended that the more holistic approach developed within this study is now built upon to produce new "toolkits" for the measurement and assessment of speed, and assessment of future crossing locations.

[6] Traffic Signs Manual (TSM) Chapter 6 Traffic Control (2019) & DMRB CA185 Vehicle Speed Measurement Rev 0 (2019)

7. Recommendations

1. **Once agreed by stakeholders, this report is acknowledged formally by the member for Traffic & Transportation at a Cabinet meeting**
2. **Progress with feasibility work to develop schemes as recommended in this report (Full list is included at Appendix A) in conjunction with members of the working group**
3. **This report is used to support a bid to fund delivery of the interventions developed in conjunction with residents**
4. **Undertake a review of existing policy related to speed measurement and analysis, and pedestrian crossing assessment to reflect changes in National Policy**
5. **Further work to establish the impact upon Air Quality near schools should be carried out with consideration to establishing a "school street" near St Jude's' School**
6. **Review identified accident cluster at Cambridge Roundabout and take action if necessary as soon as practicable**
7. **Pursue funding opportunities to implement safety measures at the Kings' Road Roundabout**

APPENDIX 1

Full list of recommended schemes for further consideration;

Location	Intervention type	Options	Cost (approx.)*
High Street/Peacock Lane	**Crossing**	**Zebra Crossing** **Kerb build outs** **Pedestrian refuge**	**£70k** **£45k** **£25k**
High Street	**Speed reduction**	**Horizontal/vertical deflection** **Isolated interventions (crossing points, additional parking bays)** **20MPH Zone**	**£30k**** **£-** (scheme specific)
Broad Street/Feltham Row	**Crossing**	**Kerb Build outs** **Zebra crossing**	**£45k** **£70k**
Pembroke Road	**Traffic Calming**	**Revised parking layout** **Upgraded pedestrian refuge/crossing facilities**	**£20k** **£25-70k**
St Nicholas Street	**School street**	**Limit access to residents at school ingress/egress**	**£TBC**
Armory Lane	**Speed reduction**	**Reduce speed limit to 20mph**	**£5k**
Gunwharf Road	**Crossing**	**PUFFIN crossing**	**£100k**

Recommended further work;

Policy	**Speed survey measurement & analysis**
	Pedestrian crossing assessment
Speed Limit	**Pembroke Road - review 20mph boundary**
Low Traffic neighbourhood	**Roads immediately North-East of Portsmouth Cathedral - investigate deterrent to rat-running/speeding vehicles through Lombard St/ Warblington St**

*All costs are approximate based on previous work. Site specific circumstances and materials may lead to higher costs
** Cost based upon simple bolt-down rubber cushions installed elsewhere in the city. Harder engineering measures/sympathetic materials will significantly increase this cost

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Title of meeting:	Cabinet Member for Traffic & Transportation decision meeting
Date of meeting:	23 March 2023
Subject:	Review of Summer 2022 additional bus services and recommendations for Summer 2023 additional bus services
Report by:	Tristan Samuels, Director of Regeneration
Report author:	Simon Bell, Principal Public Transport Officer
Wards affected:	Central Southsea, Charles Dickens, Eastney and Craneswater, Milton, Nelson, St Jude and St Thomas.
Key decision:	No
Full Council decision:	No

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1. Purpose of report

The purpose of this report is to review the bus services supported by Portsmouth City Council in summer 2022/23 and to make recommendations for any summer bus services in 2023/24.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Delegates authority to the Assistant Director of Transport to undertake the procurement process and the award of a contract for a park and ride service (known as Southsea PR3), to operate in the July/August summer holidays, and on weekends in May, June and September, to be funded from the parking reserve, subject to value for money after consultation with the Section 151 Officer;

2.2 Notes the registration of the commercial open top seafront Service 50 between The Hard and South Parade Pier between 28 May and 30 September 2023;

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2.3 **Notes no additional journeys on the Service 25 are to be operated in summer 2023.**

3. Background

3.1 The travel pattens to and around Portsmouth vary considerably in the summer with increased flows from tourists and families to destinations including the seafront and Portsmouth Historic Dockyard. This can create traffic congestion and pressure on parking facilities across the city, and negatively impact air quality in the Clean Air Zone (CAZ).

3.2 The council is keen to develop sustainable travel options to address congestion and parking pressures on the seafront, establishing reliable alternatives to the private car, building on the work of previous summer seasons to provide access to popular locations through bus-based travel.

3.3 The Portsmouth Transport Strategy (Local Transport Plan 4) includes a strategic objective of "transform public transport". Policy D of the transport strategy details aspirations for the park and ride service, including extensions to key destinations such as the seafront. The Portsmouth Transport Strategy will be supported by detailed modal strategies, such as the emerging parking strategy which will support reduction in congestion and further improve air quality in the city.

3.4 The council has been successful in externally funded programmes including the Portsmouth Bus Service Improvement Plan and South East Hampshire Rapid Transit which contain many interventions to improve the local bus network. These have targets to increase patronage, passenger satisfaction, reliability and to reduce journey time. At the Cabinet Member for Traffic & Transportation meeting in January 2023 the council has approved the feasibility study of a Southsea Transport Hub to ensure improved connectivity to the seafront area.

3.5 To supplement the capital measures in the programmes above, the council decided to use the Transport Act 1985 to procure tendered bus routes. These additional services were to support access to the seafront and generate financial activity for the city. Together, these additional seasonal services in 2022 created an additional 13,413 sustainable bus journeys. These services in 2022 included:

3.6 Service 50: An open top bus service between The Hard and South Parade Pier which operated every day during the school summer holidays in 2022. Open top bus services have become a popular feature of the British seaside in recent years with Portsmouth also having a commercial service in 2021 operating between Clarence pier and Eastney (Henderson Rd) by Aldermaston Coaches.

3.7 In 2022 First Bus provided the service between The Hard Interchange and South Parade Pier operated under contract to the council. This ran for 40 days during the school summer holidays and was used by 5,209 passengers, which had a subsidy (after fares income) of £1.82 per passenger trip. This service had a fare of £5 for a day ticket, with reductions for groups and concessionary fare pass holders, but did not accept concessionary passes for free travel. The service was operated as detailed in Appendix A.

3.8 Service PR3**:** Operated between Portsmouth Park & Ride and the D-Day Story running every day in the school summer holidays, on a thirty-minute frequency between 09:00 and 18:00. The service had the same fares to the main park and ride (PR1) service with tickets available at site, charged at £4 for up to five passengers in one vehicle, but in addition PR3 passengers could purchase tickets on the bus fares for journeys between the city centre and seafront. The service ran for 40 days and was used by 7,391 passengers avoiding an estimated 2,398 car journeys. This required a subsidy of £4.52 per passenger. The service was operated as detailed in Appendix B.

3.9 An on-bus passenger survey was carried out during the operation of the Southsea park and ride in summer 2022. The survey results shown in Appendix F showed that 86% of passengers travelled to and from the Southsea seafront area, supporting the visitor economy. The survey showed that 56% of passengers travelling past the city centre continued to Southsea, with 41% going to Clarence Pier.

3.10 Service 25: This service was introduced in August 2020 and runs all year round for both residents and visitors linking The Hard, Old Portsmouth, Southsea and the Hayling Ferry. Additional evening journeys were provided between 24 July and 25 September 2022 on the regular route to enable connections to later summer journeys on the Eastney to Hayling Island Ferry. The service operated additional journeys as detailed in Appendix C.

3.11 This operated with regular fares and acceptance of concessionary passes. The service operated for 63 days, and 543 passengers were carried on the extra journeys. This equated to a subsidy of £11.02 per passenger.

3.12 The net cost overall of all summer services, after fares taken, was £48,904 which generated 13,413 passenger journeys at a passenger subsidy of £3.65 compared to the equivalent cost per passenger for tendered bus services of £1.38 (2021/2 prices). All the summer services were funded via the Parking Reserve in 2022 following Cabinet Member approval on the 22 February 2022. The full costs for each service is contained within Appendix E of this report.

3.13 The communications team constructed a campaign to promote the new services in a relatively short timeframe. This campaign was tagged as the "bus

to the beach" under the "Visit Portsmouth" branding. It used social media, e-bulletin assets, and posters. Real Time Information, branded bus stops and gantry signage asking people to use park and ride. The total cost of the marketing campaign was £2,790 with the funding coming from the parking reserve budget and is included in the costs shown for the open top service as this attracted most of the costs for bus stop flags and timetables.

4. Review of the 2022 services with learnings for 2023

4.1 The council reviewed all the three services in the autumn of 2022 and concluded that given the short lead time to the introduction of services the Service 50 and PR3 performed relatively well for newly introduced bus routes. The council propose to use the learnings from the summer 2022 operation to develop a summer 2023 offer, further refining the operations and bringing greater value for money and wider benefits to the city.

4.2 The review of the PR3 service highlighted that people understood how to use the service purchasing tickets from the ticket machine at Tipner, with only occasional use of prepaid card tickets used for the PR1. Most journeys were between the park & ride site and D Day experience, but with a minority of those passengers travelling to and from Clarence Pier. The last journey of the day at 18:30 performed relatively well, whereas the first journey at 09:35 had low patronage. It would therefore be proposed for the service to start and finish an hour later in future. It is anticipated that the contract value for these services is between £30,000-60,000 and quotations will be obtained as part of the tender exercise

4.3 The review of Service 50 concluded it had performed satisfactorily in operational and financial terms in summer 2022. First Solent approached the council in December 2022 with a proposal to run a similar Southsea open top bus service for an extended season on a commercial basis. The proposal has been registered by First Solent to commence operation as detailed in Appendix F. As seasonal services are outside the normal concessionary fares scheme the operator would not be re-imbursed for concessionary pass use. Holders of Concessionary Passes would have to pay the full adult fare of £7:00 per single ticket unless the operator chose to offer a discount.

4.4 The council also reviewed the additional summer journeys which ran on Service 25 between 23 July and 26 September 2022. These additional journeys performed poorly in financial and passenger numbers compared to daytime local bus tendered services. Due to the low patronage the council would not propose to repeat the same timetable for evening services on the 25 designed primarily to connect with the Hayling Ferry additional summer journeys.

5. Reasons for recommendations

5.1 **Sustainable access to the seafront.** These services support the visitor economy by providing sustainable access to the seafront. This assists many of the objectives in the PCC Seafront Masterplan (2021), but specifically Objective 10 which states "to better accommodate other travel modes as attractive alternatives".

5.2 **Transport Policy objectives**. These services support the strategic objectives in the Portsmouth Transport Strategy to "deliver cleaner air" and "transform public transport". These services will promote the use of park & ride and bus travel as alternatives to those visitors able to leave their private cars at home.

5.3 **Establish sustainable transport routes to mitigate the impact of coastal defence works**. The council are a partner in a coastal defence programme, which will involve a reduction in parking capacity at the seafront from spring 2024.The services outlined above will help offset the effect of a reduction on road and parking space capacity during the construction and completion of highways works.

5.4 **Finance**. Experience from summer 2022 enables better understanding of service demand which is hoped to result in a lower level of expenditure in return for a higher level of patronage. The approval of the programme early in the year will allow for early publicity which will drive patronage and deliver a lower cost package for summer 2023.

6. Integrated Impact Assessment

6.1 An Integrated Impact Assessment (IIA) has been undertaken and is attached in Appendix G. The IIA has identified that there are no impacts on the level of service provided to users.

7. Legal Implications

7.1 The Council has a duty under the Transport Act 1985 ("TA") "to secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the city which would not in their view be met apart from any action taken by them for that purpose".

7.2 To secure the duty, the Council has the power to enter into agreements for the provision of service subsidies, but this is limited to where the service would

otherwise not be provided to a particular standard but for the subsidy. "Standard" in this instance meaning the frequency or timing of the service, the days or times of day the service is provided and the vehicles used to provide the service.

7.3 The exercise of the power by the Council is conditional on a competitive tender being undertaken, which must have consideration for a "combination or economy, efficiency and effectiveness" and "the reduction or limitation or traffic congestion, noise or air pollution". These agreements must not exceed 8 years.

Procurement requirements and contract procedure rules

7.4 These services are below the relevant threshold for services under the Public Contract Regulations 2015, however general procurement principles of transparency, equal treatment and non-discrimination should still be complied with.

7.5 It is understood that the contract value for these services is between £30,000-60,000 and quotations will be obtained as part of the tender exercise. The Council's contract procedure rules ("CPRs") state the following rules which must be followed for Medium Value Contracts (£5,000-£100,000):

7.5.1 At least three written quotations must be obtained from appropriately qualified and competent bidders via the Council's eSourcing solution.

7.5.2 In seeking quotations, an audit trail must be maintained and recorded on the Council's eSourcing solution. Quotations must be sought via the Council's eSourcing solution. The Council's standard procurement documentation must be used.

7.5.3 Where the Authorised Officer decides to invite quotations via advertised process via publication to the unrestricted area of the Council's eSourcing solution the opportunity must also be advertised on Central Government's Contracts Finder.

7.5.4 If no quotations are sought, approval from the relevant Service Director and any other officers relevant to the decision making process must be obtained. A waiver must be also be completed, approved and filed on the Council's eSourcing solution.

8. Director of Finance comments

8.1 The Park and Ride Service runs at a deficit which is subsidised from the Parking Reserve. The ridership numbers remain low and have not recovered

since the pandemic. Consequently, the income from users of the service does not cover the operating costs and the site running costs.

8.2 The cost of the additional Summer Services is expected to be in the region of £60,000 and will be met from the Parking Reserve. A higher level of patronage will reduce this cost.

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

Title of document	Location
Traffic & Transportation meeting 8 December 2022	Supported Bus Services paper from December 2022
Traffic & Transportation meeting 19 January 2023	Southsea Travel Hub
Portsmouth Economic Development and Regeneration Plan	The Portsmouth Economic Development and Regeneration Strategy
Portsmouth Bus Service Improvement Plan 2022	Portsmouth BSIP
Portsmouth Transport Strategy 2021 - 2038	Local Transport Plan
PCC Seafront Masterplan 2021	Seafront Masterplan

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

……
Signed by: Tristan Samuels, Director of Regeneration

Appendices
Appendix A - Details of Service 50 operation 2022
Appendix B - Details of PR3 operation 2022
Appendix C - Details of Service 25 operation 2022
Appendix D - Seasonal bus service 2022 costs
Appendix E - Service 50 registration 2023
Appendix F - Survey of service PR3 operation 2022
Appendix G - Integrated Impact Assessment

Appendix A - Service 50 Registration for Summer 2022.

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Portsmouth The Hard/Gunwharf - Clarence Pier - Southsea, South Parade Pier

via Old Portsmouth, Southsea Sea Front and D-Day Story

Open Top **50**

Daily Service from Saturday 23 July 2022 to Wednesday 31 August 2022 inclusive

Portsmouth The Hard Interchange (stand N)	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	
Old Portsmouth, St Thomas Cathedral	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	
Claernce Pier (stand C) arr	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	
Clarence Pier (stand C) dep	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:12	
D-Day Story/Southsea Castle	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	
Southsea, South Parade Pier	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	
Southsea, South Parade Pierf (stand C)	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	
D Day Story/Southsea Castle	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	
Claernce Pier (stand C) arr	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	
Clarence Pier (stand C) dep	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	
Old Portsmouth, St Thomas Cathedral	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	
Portsmouth The Hard Interchange	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:50	

Service operated under contract to Portsmouth City Council

This service is normally operated by an open-top bus, but may be substituted by a standard bus if the weather is poor.

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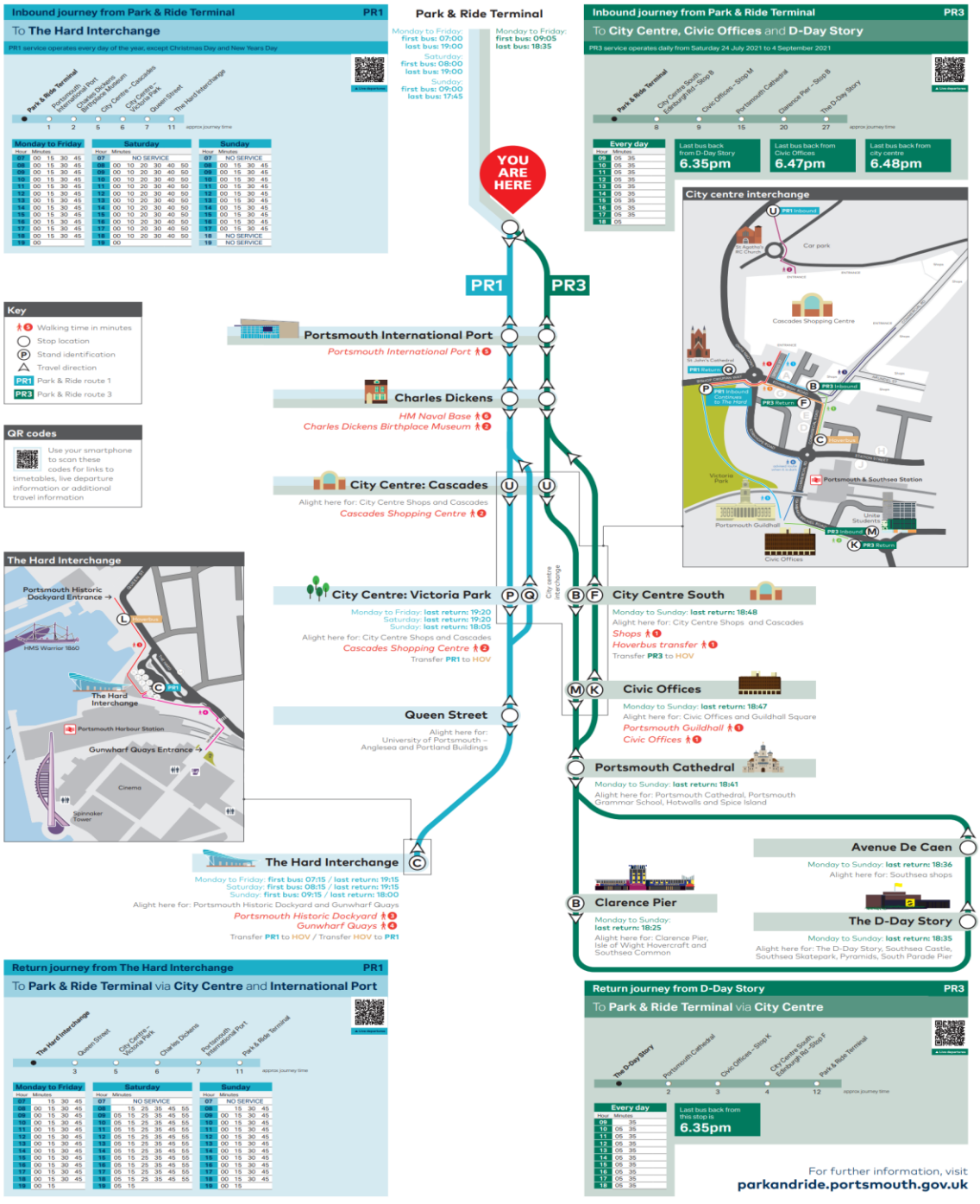
Appendix B - Details of service PR3 Summer 2022.

park ride PORTSMOUTH

Park & Ride Terminal



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Appendix C - Details of Service 25 operation 2022.

25 The Hard - Southsea - Eastney (Hayling Ferry)

via Old Portsmouth, Clarence Pier, Southsea Shops, Waverley Road, Devonshire Square, Bransbury Park

Monday to Saturdays (not Public Holidays)

The Hard/Gunwharf (stand M)	07:42	09:15	10:00	10:45	11:30	12:15	13:00	13:45	14:30	15:15	17:05	19:18
Old Portsmouth Seager's Court	07:49	09:22	10:07	10:52	11:37	12:22	13:07	13:52	14:37	15:22	17:12	19:25
Clarence Pier	07:54	09:27	10:12	10:57	11:42	12:27	13:12	13:57	14:42	15:27	17:17	19:30
Southsea Shops	07:58	09:31	10:16	11:01	11:46	12:31	13:16	14:01	14:46	15:31	17:21	19:34
Albert Road Traffic Lights	08:04	09:37	10:22	11:07	11:52	12:37	13:22	14:07	14:52	15:37	17:27	19:40
Devonshire Square	08:08	09:41	10:26	11:11	11:56	12:41	13:26	14:11	14:56	15:41	17:31	19:44
Bransbury Park	08:12	09:45	10:30	11:15	12:00	12:45	13:30	14:15	15:00	15:45	17:35	19:48
Eastney Lumdsen Road	08:16	09:49	10:34	11:19	12:04	12:49	13:34	14:19	15:04	15:49	17:39	19:52
Hayling Ferry	08:21	09:54	10:39	11:24	12:09	12:54	13:39	14:24	15:09	15:54	17:44	19:57

Hayling Ferry	07:00	08:30	10:02	10:47	11:32	12:17	13:02	13:47	14:32	16:02	18:05	20:05
Eastney Fort Cumberland Road	07:04	08:34	10:06	10:51	11:36	12:21	13:06	13:51	14:36	16:06	18:09	20:09
Bransbury Park	07:08	08:38	10:10	10:55	11:40	12:25	13:10	13:55	14:40	16:10	18:13	20:13
Devonshire Square	07:12	08:42	10:14	10:59	11:44	12:29	13:14	13:59	14:44	16:14	18:17	20:17
Albert Road Traffic Lights	07:16	08:46	10:18	11:03	11:48	12:33	13:18	14:03	14:48	16:18	18:21	20:21
Southsea Shops	07:22	08:52	10:24	11:09	11:54	12:39	13:24	14:09	14:54	16:24	18:27	20:27
Clarence Pier	07:26	08:56	10:28	11:13	11:58	12:43	13:28	14:13	14:58	16:28	18:31	20:31
Old Portsmouth Seager's Court	07:31	09:01	10:33	11:18	12:03	12:48	13:33	14:18	15:03	16:33	18:36	20:36
The Hard/Gunwharf (stand N)	07:38	09:08	10:40	11:25	12:10	12:55	13:40	14:25	15:10	16:40	18:43	20:43

Sundays and Public Holidays

The Hard/Gunwharf (stand M)	09:45	11:15	12:45	14:15	15:45	17:15	19:18
Old Portsmouth Seager's Court	09:52	11:22	12:52	14:22	15:52	17:22	19:25
Clarence Pier	09:57	11:27	12:57	14:27	15:57	17:27	19:30
Southsea Shops	10:01	11:31	13:01	14:31	16:01	17:31	19:34
Albert Road Traffic Lights	10:07	11:37	13:07	14:37	16:07	17:37	19:40
Devonshire Square	10:11	11:41	13:11	14:41	16:11	17:41	19:44
Bransbury Park	10:15	11:45	13:15	14:45	16:15	17:45	19:48
Eastney Lumdsen Road	10:19	11:49	13:19	14:49	16:19	17:49	19:52
Hayling Ferry	10:24	11:54	13:24	14:54	16:24	17:54	19:57

Hayling Ferry	09:00	10:30	12:00	13:30	15:00	16:30	18:05	20:05
Eastney Fort Cumberland Road	09:04	10:34	12:04	13:34	15:04	16:34	18:09	20:09
Bransbury Park	09:08	10:38	12:08	13:38	15:08	16:38	18:13	20:13
Devonshire Square	09:12	10:42	12:12	13:42	15:12	16:42	18:17	20:17
Albert Road Traffic Lights	09:16	10:46	12:16	13:46	15:16	16:46	18:21	20:21
Southsea Shops	09:22	10:52	12:22	13:52	15:22	16:52	18:27	20:27
Clarence Pier	09:26	10:56	12:26	13:56	15:26	16:56	18:31	20:31
Old Portsmouth Seager's Court	09:31	11:01	12:31	14:01	15:31	17:01	18:36	20:36
The Hard/Gunwharf (stand N)	09:38	11:08	12:38	14:08	15:38	17:08	18:43	20:43

hello!

We're proud to be operating your service 25 which now features additional evening journeys for the warm summer evenings from 24 July 2022, financially supported by Portsmouth City Council.

We look forward to welcoming you onboard our buses.

You can keep in touch with us via the following websites.

firstbus.co.uk/portsmouth
search **FirstSolent**
follow **@FirstPortsmouth**

Operates between 24 July 2022 and 24 September 2022 inclusive

Portsmouth CITY COUNCIL

Appendix D - Seasonal bus service 2022 costs.

Route	PR3	Southsea Coaster	25 Evening services	Total summer services	Other supported services
Operating days	40	40	63		6 months
Passenger-trips	7,391	5,209	543	13,143	78,040
Gross cost	£34,011	£22,750*	£5,985	£64,094	£107,940
Revenue	£580	£13,262	-	£18,701	-
Net cost	£33,431	£9,488	£5,985	£45,393	£107,940
Cost/trip	£4.52	£1.82	£11.02	£3.65	£1.38

*Includes bus stop flags and timetable displays and publicity costs.

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Appendix E - Registration of Service 50 commencing 28/05/23.

Portsmouth The Hard/Gunwharf - Clarence Pier - Southsea, South Parade Pier

via Old Portsmouth, Southsea Sea Front and D-Day Story

Southsea Coaster

DAILY SERVICE	Sunday 28 May 2023 to Saturday 30 September 2023 inclusive											
Portsmouth The Hard Interchange (stand N)	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00			
Old Portsmouth, St Thomas Cathedral	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04			
Old Portsmouth Broad Street	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07			
Clarence Pier (stand C)	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13			
D-Day Story/Southsea Castle	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17			
Southsea, South Parade Pier	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22			
Southsea, South Parade Pier (stand C)	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25			
D Day Story/Southsea Castle	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30			
Clarence Pier (stand C)	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34			
Old Portsmouth Broad Street	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41			
Old Portsmouth, St Thomas Cathedral	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45			
Portsmouth The Hard Interchange	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49			

This service is normally operated by an open-top bus, but may be substituted by a standard bus if the weather is poor.

Portsmouth CITY COUNCIL

Appendix F - Survey of service PR3 operation 2022.

Route PR3 Passenger census results

Date	Recorded passengers	Travelling between Tipner and D Day experience	% Travelling between Tipner and D Day experience	Travelling between P&R and Clarence Pier	% Travelling between P&R and Clarence Pier	Children	% Children
11/08/2022	86	63	73%	20	23%		
23/08/2022	55	23	42%	3	5%	25	45%
25/08/2022	17	9	53%	2	12%	7	41%
27/08/2022	91	56	62%	56	62%	15	16%
28/08/2022	90	69	77%	69	77%	14	16%
30/08/2022	78	54	69%	22	28%	26	33%
Total	417	274	66%	172	41%	87	26%

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - DiversityThis can be found in Section A5

Directorate: Regeneration

Service, function: Transport Planning

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

Review of Summer bus services 2022 and recommendations for 2023 summer bus services.

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

- ☐ Existing
- ☐ New / proposed
- ★ Changed

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

To provide public transport access to and along the seafront.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

No consultations were undertaken in the preparation of these proposals. Local bus operators were engaged with.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	☐	★

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How will you measure/check the impact of your proposal?
N/A

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

A - Communities and safety	Yes	No
Is your policy/proposal relevant to the following questions?		
A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

These proposals will increase accessibility along and to the seafront. This will enable a greater range of people to visit the area which will improve quality of life and physical and mental health.

How are you going to measure/check the impact of your proposal?

Patronage data of local bus services.

A - Communities and safety	Yes	No
Is your policy/proposal relevant to the following questions?		
A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	☐	★

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	★	☐

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The services contained within the report will be operated by low floor accessible buses which aid mobility for people with disabilities.

Concessionary passes will not be accepted on the PR3 or open top bus service due to their recreational nature.

How are you going to measure/check the impact of your proposal?
Patronage figures for services.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	☐

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The provision of Park and Ride Services enables visitors to access the City Centre without having to drive therefore decreasing the amount of greenhouse gas emission.

How are you going to measure/check the impact of your proposal?
Ongoing measurement of NOx and other air pollutants' levels in the city as per the regular monitoring regime.

Monitoring of the Park & Ride patronage.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?	☐	★

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	☐	★

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	☐	★

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	☐

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Park and Ride is designed to reduce vehicle traffic congestion by giving sustainable transport passengers the option to travel by a single vehicle (bus) over individual private cars through bus priority road space. The Park & Ride service also provides an access across the Clean Air Zone by bus as opposed to private car transport. The provision of a open top local bus service attracts visitors to use sustainable transport modes whilst visiting the seafront area, reducing the reliance on private car use.

How are you going to measure/check the impact of your proposal?
Patronage figures.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?	★	☐

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This provision of these services will ensure an alternative is provided to private transport which will ease traffic congestion and decrease traffic collisions.

How are you going to measure/check the impact of your proposal?
Patronage figures.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	★	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The provision of services outlined in the report will enable people to more effectively access the seafront and coastal areas by sustainable modes of transport.

How are you going to measure/check the impact of your proposal?
Patronage figures.

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	☐	★

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?	★	☐

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This will assist with the realisation of the Seafront Masterplan which outlines the approach to the development of the visitor experience to ensure a vibrant economy.

How are you going to measure/check the impact of your proposal?
Patronage figures.

Q8 - Who was involved in the Integrated impact assessment?

Danny Douglas - Strategic Transport Lead
Hayley Chivers - Transport Planning Manager

This IIA has been approved by: Felicity Tidbury

Contact number: 02392 688261

Date: 22/02/23

Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	23rd March 2023
Subject:	Portsmouth Car Club
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Kirsty Routledge, Principal Transport Planner
Wards affected:	Central Southsea, Eastney and Craneswater, St Jude, St Thomas
Key decision:	No
Full Council decision:	No

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1. Purpose of report

1.1. To provide a progress update on the procurement of a car club for Portsmouth.

1.2. To detail the proposed car club bay locations to be taken forwards in the first phase of the Portsmouth car club scheme and seek permission to proceed with the required Traffic Regulation Order (TRO).

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1. **Notes the progress in made towards introducing a car club in Portsmouth;**

2.2. **Approves the use of designated car club parking bays in on-street and off-street locations for the duration of the car club scheme**

2.3. **Approves the on-street locations detailed in the report for designated car club parking bays to proceed to Traffic Regulation Order consultation.**

2.4. **Notes a report will be brought back to the Cabinet Member for Traffic and Transportation in June 2023 with the results of the TRO consultation and recommendations of the final designated bays to be implemented.**

Portsmouth CITY COUNCIL

3. Background

3.1. Portsmouth City Council recognises the need for sustainable transport options to help improve air quality and reduce carbon emissions; measures which reduce the reliance on the private car, such as car clubs, will support this. Portsmouth's Transport Strategy[1] includes reference to the need to develop a car club for the city, in Policy C; *Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes*. This policy details the growing demand for shared mobility options such as car clubs, which can reduce the need for private car ownership, particularly multiple car ownership for individual households.

3.2. A car club would also support the emerging parking strategy, which will look to support improved travel choices for all those seeking to travel into and move around the city, helping to reduce congestion and the demand for on-street parking spaces. By introducing car club vehicles, demand for residential parking is expected over time to fall as people can access a vehicle when they need one, without resorting to car ownership.

3.3. Some main roads in Portsmouth suffer from severe congestion, particularly at peak times, due to the dense and growing population of the city, high visitor numbers, and the geographical layout. A car club would offer a convenient option to residents, helping to reduce reliance on private vehicles and supporting a move away from the need to own a second vehicle. The scheme could also be utilised by local businesses for business journeys.

3.4. Car ownership has grown significantly in recent years, making parking problems progressively more acute. From 2009 to 2017 the number of vehicles licensed in the Portsmouth area increased from 90,200 to 102,2002)[2]. The number of cars registered per person in the city (0.51) is now above the national average (0.48)[3].

3.5. As detailed in the census data 2021[4] 20.8% of households in the city had two cars or vans, with a further 5.4% of households having three or more cars or vans. (For comparison these figures are up from approximately 18% (two cars) and 4.5% (three or more cars) a decade earlier). A car club provides an option to reduce private car ownership and could be particularly helpful in reducing the need for a second or third vehicle in a household through providing easy access to a shared car club vehicle when required. An increase in shared car usage,

[1] Local Transport Plan 4 https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/

[2] From Department of Transport Vehicle Licensing Statistics (https://www.gov.uk/government/collections/vehicles-statistics)

[3] This is based on a calculation dividing the total cars registered in Portsmouth in 2021 (106,224) by the Census population of the city in the same year (208,100). The comparative figures for England are total cars registered (27,241,319) and a Census population of 56,489,800. Vehicle licensing data can be obtained via https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#all-vehicles

[4] census data - Office for National Statistics Number of cars or vans - Census Maps, ONS

and reduction in private car ownership would support improvements in air quality and reductions in carbon emissions from transport.

4. Car clubs

4.1. A car club is a scheme in which people become members, giving them access to a car on a pay-as-you-go basis, removing their need to own one. Car club vehicles generally have dedicated parking bays within the local area, enabling easy access and guaranteeing a dedicated space in which to return the vehicle to at the end of the journey. It is estimated that on average, once fully established, each car club vehicle in the UK replaces up to 20 private cars[5].

4.2. Once fully established, there are many benefits to a car club, including:

- Reductions in congestion and vehicle queuing
- Reduced pressure for on-street parking spaces
- Reduction of the number of privately owned vehicles in the city
- Reduction in vehicle miles driven in the city
- Improvements to local air quality
- Easy access to a vehicle, without having to own one
- Quick access to vehicles, located at convenient local locations
- Easy to use system to book and pay for vehicle use
- Reduction in the cost of travel for car club members through not having to own a personal vehicle
- The introduction of a fleet of car club vehicles, with all vehicles being Euro 6 standard or above
- Reductions in businesses using 'grey fleet' vehicles, reducing business costs and reducing emissions

4.3. In July 2020, the development of a car club was approved by the Cabinet Member for Traffic and Transportation, including further research and market testing followed by the undertaking of a procurement process to establish a car club provider[6].

4.4. In order to consider the level of interest and demand for a car club in Portsmouth, two targeted research surveys were undertaken between 13th September and 11th November 2021, one for residents and members of the public, and one for businesses. A targeted letter drop was undertaken in three wards of the city which had previously been identified as having higher propensity to supporting a car club; Central Southsea, St Jude and St Thomas, and it was also promoted to the general public through a range of ways including social media and the council website. In total, 879 people carried out the main survey and 60 businesses participated in the business survey[7]. The information provided in these surveys have helped to inform the details of the scheme.

[5] CoMo UK - Shared cars > Overview and benefits (como.org.uk)
[6] https://democracy.portsmouth.gov.uk/documents/s27293/Car%20Club.pdf
[7] https://yourcityyoursay.portsmouth.gov.uk/car-club-consultation-2021/

4.5. Approval was given by the Cabinet Member for Traffic and Transportation in January 2022 for a full procurement exercise for a car club to be undertaken[8].

5. Details of Portsmouth car club scheme

5.1. Portsmouth City Council is establishing a car club for Portsmouth, alongside the existing car club scheme privately operating in the city at St Mary's Hospital and Wimbledon Park.

5.2. A procurement process was launched in December 2022, and following assessment of bids, Portsmouth City Council (PCC) are in the process of finalising the scheme in partnership with the preferred bidder, Enterprise Car Club, prior to entering into formal contract.

5.3. All vehicles deployed to the Portsmouth car club will meet the Euro VI emission standards as a minimum, with the two vehicles to be based at Lakeside being battery electric vehicles (BEV) from the launch date. Consideration will be given to upgrading the residential vehicle fleet to BEV as electric charging infrastructure becomes available in the future.

5.4. Members of the Portsmouth Car Club will be required to pay an annual membership fee, which for Portsmouth residents will be £20 for the initial year's membership, with an additional £20 driving credit applied to their account. Members would pay the standard membership fee for subsequent years, which is currently £60. Car club members pay a hire fee each time they use a vehicle, which starts from £6.70 per hour. Members will have the ability to earn free drive time through 'refer a friend', as well as other discounts including for Service people.

5.5. Designated car club parking bays

5.5.1. In November 2017 approval was given by the Cabinet Member for Traffic and Transportation to allow designated disabled parking bays and designated electric vehicle parking bays[9]. In February 2023 the parking strategy information report to Cabinet referenced how it will consider the need for multi-modal parking[10]. It is recognised that greater transport choices need to be provided for residents travelling to and around Portsmouth, and multi-modal parking availability would support this, expanding the use of the kerbside beyond just private motor vehicles, such as for car club parking bays. An increase in multi-

[8] https://democracy.portsmouth.gov.uk/documents/s36415/Car%20Club%20Report%20-%20Final.pdf

[9] Agenda for Cabinet Member for Traffic & Transportation on Thursday, 23rd November, 2017, 4.00 pm Portsmouth City Council

[10] Parking Strategy.pdf (portsmouth.gov.uk)

modal parking will help to address the key objectives of the Portsmouth Transport Strategy, and help transform the kerbside into more efficient and versatile space.

5.5.2. A 'back to base' model is being used for the Portsmouth car club, where car club vehicles will have a designated parking bay from which the vehicle is taken and returned at the end of each journey. This model will provide confidence to users that the parking bay will be available when the car is returned at the end of the journey. Information gathered from the targeted research survey for residents and members of the public carried out in 2021 showed that there is a desire for a designated parking bay to be available for car club vehicles. Within this survey, 73% of respondents who would consider joining a car club indicated that they would want to be able to park in a car club bay, and a potential barrier to joining a car club was concern of not being able to park in a car club bay when a journey has ended, with 44% of respondents giving this response. Designated car club bays will therefore be provided for each car club vehicle as part of this scheme.

5.6. Proposed locations of car club bays

5.6.1. The car club is initially focussing on the four wards of Central Southsea, Eastney and Craneswater, St Jude and St Thomas. These wards have been selected as following the survey carried out in 2021 they came out highest in the survey question about likelihood to consider joining a car club in your area of the city, by residential ward. The percentage results for this question for these top four wards were St Jude (74%), Central Southsea (70%), Eastney and Craneswater (68%) and St Thomas (66%). Central Southsea, St Jude and St Thomas were also the three wards that received the targeted letter drop to promote the survey following 2019 research indicating their high potential for a car club. The fourth ward, Eastney and Craneswater is a neighbouring ward to them.

5.6.2. In the initial stages of the car club scheme, two car club vehicles are proposed in each of the four wards, giving a total of eight car club vehicles being located in residential areas. Additionally, two car club cars will be introduced at the Lakeside site in the north of the city.

5.6.3. A Traffic Regulation Order (TRO) covering all of the proposed on-street locations will be undertaken, which will include consultation for each bay location.

5.6.4. The TRO will include twelve on-street locations, although it is proposed that only eight of these may be taken forward initially when the car club bays are introduced. This approach to consult on more spaces than required provides wider location options for final implementation. Further car club locations may be added to the scheme in the future phases.

5.6.5. The suggested locations to be taken forward to TRO for designated car club parking bays are detailed and shown in Appendix A.

Portsmouth
CITY COUNCIL

Central Southsea

Talbot Road

Close to the junction with Manners Road, outside of number 92 Talbot Road.

Devonshire Square

Approximately 20m from the corner of Francis Avenue, next to the Co-op. To the right of the shop as you face it, on the north side of the road

Francis Avenue

First bay on Francis Avenue, close to the junction with Albert Road approximately 25m from the corner, on the west side of the road

Eastney and Craneswater

Festing Road

Approximately 40m from the corner of Highland Road, on the east side of the road, outside Pizza Hut/number 7

Kimberley Road

On Kimberley Road at the crossroads with Brading Avenue and Festing Grove, approximately 5m from the corner, on the west side of Kimberley Road opposite the post box

Craneswater Park

At the end of the road, on the corner of Craneswater Park. Located on south side of the road, outside of the flats

St Jude

Clarence Road

At the end of the road, at the corner of Clarendon Road/green. Approximately 10m from the corner of the road, on the east side.

Victoria Road South

Single parking bay opposite Nelson Road, on the east side of the road, outside of number 79a

Kent Road

At the end of Kent Road, at the junction with Western Parade. Approximately 35m from the corner of the road, on the south side of the street

St Thomas

High Street

Approximately 10m from the corner of Oyster Street, on the north side of the road, opposite the Cathedral's green

Kings Road
The end bay of designated parking at the South Street junction, approximately 10m from the turning, on the north side of the road

Cottage Grove
End of the road, at the junction with Green Road, approximately 20m from the corner of Green Road, on the north side of the road

5.6.6. Many of the suggested residential car club locations are situated within residents parking zones (RPZs), where demand for parking is high. The scheme can help reduce the demand for residential parking, as people will be able to access a shared vehicle when they need one, reducing the need for private car ownership. This scheme may be particularly useful in enabling people to reduce the number of vehicles in a household, such as a second or third private vehicle, as this may no longer be required if residents have access to a car club vehicle.

6. Proposed Timescales

6.1. The TRO process for the proposed car club bays will be undertaken following the decision of this paper.

6.2. Following the TRO consultation, officers will consider the responses and if there are objections to bays which officers believe would be beneficial to implement, a report will be brought back to the Cabinet Member of Traffic and Transportation in June 2023.

6.3. If there are no objections the bays will be implemented.

6.4. After the final locations, if any, have been agreed, on street signing and lining will be installed with the Portsmouth car club launching in July 2023.

7. Reasons for recommendations

7.1. Much research and work has been undertaken to ensure that any car club launched in Portsmouth is as successful as possible.

7.2. Designated car club parking bays are required to support the success of a car club scheme in Portsmouth.

7.3. The locations identified as potential designated on-street car club spaces have been identified as those which will best encourage usage of the car club.

7.4. It is a statutory requirement to undertake TRO consultation for the introduction of designated car club bays in on-street locations.

7.5. A final decision will be required on which proposed sites will be taken forward to implementation.

8. Integrated impact assessment

8.1. An IIA has been undertaken, see Appendix B.

9. Legal implications

9.1. 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."

9.2. 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.

9.3. The City Council may provide both on-street and off-street parking places and may designate that only a particular class of traffic may use such parking places. Any on-street parking places must be enforced by a traffic regulation orders (TRO).

9.4. A TRO 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.

9.5. 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.

9.6. A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support for or any objection to the proposals. 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.

10. Director of Finance's comments

10.1. The cost of the TROs will be funded through the Car Club budget in the capital programme.

10.2. Once the results of the TRO consultation are known a paper will be brought back to the Cabinet for Traffic and Transportation and the recommendations will be appraised for any financial implications.

……
Signed by:

Appendices:
Appendix A - Location of proposed car club bays
Appendix B - Integrated Impact Assessment

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**
Portsmouth Transport Strategy	[1] Local Transport Plan 4 https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/
Vehicle licensing statistics	From Department of Transport Vehicle Licensing Statistics (https://www.gov.uk/government/collections/vehicles-statistics)
Vehicle licensing data	https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables#all-vehicles
Car club report to Cabinet Member for Traffic and Transportation January 2022	https://democracy.portsmouth.gov.uk/documents/s36415/Car%20Club%20Report%20-%20Final.pdf

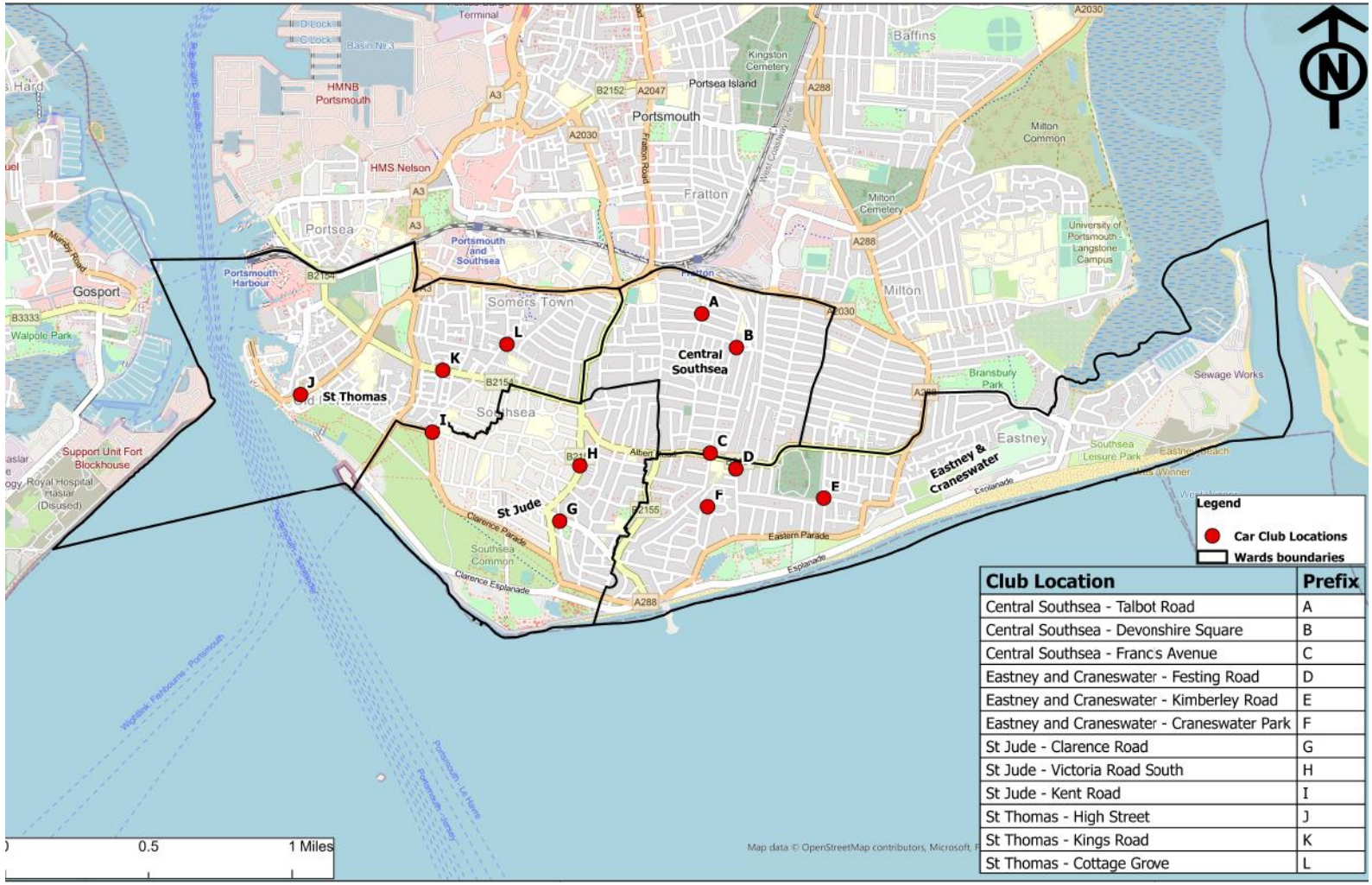
CoMo UK information on car clubs	Shared cars > Overview and benefits (como.org.uk)
Car club report to Cabinet Member of Traffic and Transportation July 2020	Car Club.pdf (portsmouth.gov.uk)
Car club consultation results 2021	Car Club Consultation 2021 - Your City, Your Say survey research (portsmouth.gov.uk)
Designated parking bays report to Cabinet Member for Traffic and Transportation, November 2017	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 23rd November, 2017, 4.00 pm Portsmouth City Council
Parking Strategy report to Cabinet, February 2023	Parking Strategy.pdf (portsmouth.gov.uk)

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

……
Signed by:

Portsmouth CITY COUNCIL

Appendix A - Proposed car club bay locations



Club Location	Prefix
Central Southsea - Talbot Road	A
Central Southsea - Devonshire Square	B
Central Southsea - Francs Avenue	C
Eastney and Craneswater - Festing Road	D
Eastney and Craneswater - Kimberley Road	E
Eastney and Craneswater - Craneswater Park	F
St Jude - Clarence Road	G
St Jude - Victoria Road South	H
St Jude - Kent Road	I
St Thomas - High Street	J
St Thomas - Kings Road	K
St Thomas - Cottage Grove	L

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Portsmouth CITY COUNCIL

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - DiversityThis can be found in Section A5

Directorate: Regeneration

Service, function: Transport Planning

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

Portsmouth Car Club

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

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

The aim of a car club scheme in Portsmouth would be to provide a sustainable travel option for residents in Portsmouth, with an initial focus on certain areas of the city (Central Southsea, Eastney and Cranewater, St Jude, St Thomas), alongside Lakeside in the north of the city. This scheme would support the aims of the Local Transport Plan 4, particularly Policy C which has a focus on making

parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes such as car clubs. It would also support the council's target to achieve net-zero carbon emissions by 2030.
Whilst the Portsmouth City Council (PCC) focus of the car club would be on residential membership, businesses would be encouraged to sign up to the scheme directly with the car club supplier.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Consultation was carried out in the form of two research surveys, one for residents and members of the public and one for businesses. The surveys were launched for a four week period on 13th September 2021 closing on 11th November 2021. The surveys were open to all on the PCC website, and was also promoted through a number of marketing and communications channels including Facebook, Twitter, LinkedIn and a press release. Additionally, a targeted letter drop was carried out to houses and businesses in the wards of Central Southsea, St Jude and St Thomas. A total of 879 people responded to the main survey and 60 businesses responded in the business survey. A key result of the main survey was that the majority of respondents who do not already belong to a car club would consider joining a car club in their area of the city (59%), just under a quarter (24%) would not consider joining a car club at the current time but would potentially consider membership in the future, and 17% would not consider joining a car club. 70% of respondents considering joining at present are 'very likely' (36%) or 'quite likely' (34%) to join (36%) whilst those considering joining in the future want more information before making a decision (64%). It is proposed that the tender for the car club scheme is focused on the four wards in the city which came highest in the survey question about likelihood to consider joining a car club in your area of the city by residential ward. The four wards that scored highest were St Jude (74%), Central Southsea (70%), Eastney and Craneswater (68%) and St Thomas (66%). Other details to be considered in the tender , following the survey results, are that electric vehicles are included in the fleet and that vehicle sizes included are small and medium cars. Whilst the PCC scheme will not focus directly on business membership, with businesses instead being encouraged to sign up directly with the supplier, the key result from the business survey was that almost half of respondents who responded to the question of whether they would consider joining a car club for business purposes said they would consider joining (47%) and a further 19% would consider joining in the future. 34% would not consider joining.

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?	☐	★

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?	☐	★

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	**Yes**	**No**

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	★	☐

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Offering residents and employees in the city the opportunity to become a member of a car club would provide an accessible and cost effective means of travel, supporting a positive quality of life. Car club members may be more likely to walk or cycle for short local journey's, particularly if they no longer own a private vehicle, supporting improvements in physical and mental health. Reductions in privately owned vehicles on the road (through replacement of private vehicles for car club vehicle usage) would support the creation of healthy places, again improving quality of life for residents. One fully established, it is hoped that the car club would help to reduce parking congestion, again improving the quality of life for the residents.

How are you going to measure/check the impact of your proposal?
Record the membership and usage of the car club and its vehicles
Monitor the number of privately owned vehicles in Portsmouth over the coming years as the car club becomes

established

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?	★	☐

In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf
https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This project could support easier travel for those who cannot afford to own a car, as being a car club member offers a reduction in the cost of travel, through only having to pay an annual membership, and miles traveled, but not having to pay for the cost, upkeep and maintenance of of a personal vehicle.

How are you going to measure/check the impact of your proposal?
Through soft market testing and peer review of other car clubs, investigate whether this was an issue, or how it was addressed.

A - Communities and safety	Yes	No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?	☐	★

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?	★	☐

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A car club would reduce the need to own a private vehicle, resulting in a reduction in private vehicle miles driven in the city. It is hoped that this measure would support and uptake in walking and cycling for short local journeys, through the reduction in privately owned vehicles.

How are you going to measure/check the impact of your proposal?
Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?	★	☐

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf
https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A car club would reduce the need to own a private vehicle, resulting in a reduction in private vehicle miles driven in the city, and the energy required to run the vehicles

How are you going to measure/check the impact of your proposal?
Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?	★	☐

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf
https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf
Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?	★	☐

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf
https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Through offering an alternative to owning a private vehicle, it is hoped that over time, once fully operational, the car club will result in improvements to public realm and public space, through a reduction in privately owned vehicles in Portsmouth.

How are you going to measure/check the impact of your proposal?
Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	★	☐

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This project would assist in reducing traffic volume and congestion, leading to a reduction in air pollution, particularly NO2 and particulate matter. A key aim of the car club would be to remove the need to own a privately owned vehicle (or second vehicle). The fleet of vehicles in the car club would all be of a high standard (Euro 6 or electric vehicles), which are less polluting than older vehicles and diesel vehicles.

How are you going to measure/check the impact of your proposal?
Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.
Assess air quality data for Portsmouth over the coming years.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?	★	☐

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Through offering an alternative to owning a private vehicle, it is expected that this scheme would encourage some residents to replace their own vehicle for the use of a car club vehicle, helping to reduce congestion and high volumes of traffic. This would result in a safer and more pleasant environment for pedestrians and cyclists.
All vehicles in the car club fleet would be of Euro 6 standard or higher, supporting a switch away from older more polluting vehicles to cleaner, more sustainable ones.

How are you going to measure/check the impact of your proposal?
Monitor uptake of car club membership and number of privately owned vehicles registered in the city over the coming years.

B - Environment and climate change	Yes	No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?	☐	★

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?	★	★

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?	☐	★

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city	Yes	No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?	★	☐

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By offering car club membership to local businesses, this scheme would offer an attractive option for staff travel, particularly at locations where there is limited parking.

How are you going to measure/check the impact of your proposal?
Assess the number of local businesses registered with the car club.

Q8 - Who was involved in the Integrated impact assessment?

Kirsty Routledge
Hayley Chivers

This IIA has been approved by: Felicity Tidbury

Contact number: 023 92 688261

Date: 15/03/23

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Portsmouth CITY COUNCIL

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	23 March 2023
Subject:	London Road Taxi Rank Trial (ETRO 87/2022)
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Jo Eldridge, Monitoring and Evaluation Officer
Wards affected:	Nelson

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1. Purpose of report

1.1 The purpose of this report is to provide an update on the trial of the London Road Taxi Rank in North End following six months of operation.

2. Background

2.1 In September 2020, a review of Hackney Carriage stands was presented at the Licensing Committee and included a proposal for a 24-hour taxi rank on London Road, North End.

2.2 A number of locations were considered and following site observations, assessment and feasibility including highways designs, road safety audits and engagement with key stakeholders, a final location and operating details were proposed.

2.3 The proposed rank at the end of the bus lane close to the junction with Laburnum Grove (as shown in Appendix A) was approved at the Cabinet Member for Traffic and Transportation meeting on 18 March 2022. This recommended that the rank be introduced as a trial under an Experimental TRO (ETRO 87/2022) to allow for the rank to be monitored during its operation**,** for 22 hours a day (9am to 7am).

2.4 Following the required technical work and stakeholder engagement, the ETRO (87/2022) came into effect 5 August 2022 and following the lining works and installation of signage, the rank was in operation from Tuesday 9 August 2022.

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

2.5 The trial is such that the southern section of the bus lane is not operational as a taxi rank between 7am and 9am to allow buses full use of the bus lane in this peak period - marked with a red 'X' on Appendix A.

2.6 There is an existing night-time taxi rank located within the bus lane that operates between 7pm to 7am. This rank has remained operational during this trial - marked with a red line on Appendix A.

2.7 Appendix B, outlines the technical engineer's drawing. This depicts the bus lane, the existing night-time rank, the trial 2 car taxi rank and the nearby junctions.

2.8 A stage 1 / 2 Road Safety Audit was undertaken ahead of this trial going live. A detailed design was provided to the independent auditor which included the measurements and proposed operating hours. The issued report outlined that there were "No problems identified".

3. Monitoring the trial taxi rank

3.1 Ahead of proposing this location for the trial, there were a number of considerations on the impact on the immediate area and other road users and as such were areas to be monitored throughout the trial:

- Bus delays due to traffic waiting to turn into Derby Road
- The turning movements required by buses exiting the bus lane and navigating the taxis present in the rank, especially if queueing vehicles are present waiting to turn into Derby Road
- London Road being the highest cycle casualty route in Portsmouth
- Bus lanes are shared with cyclists and rental e-scooters
- Over-ranking by taxis or non-taxis stopping in the rank.

3.2 Data gathering and monitoring was carried out prior to installation and following installation to ensure the impact on user groups was measured.

3.3 <u>Bus delays</u>
There are two bus operators in Portsmouth, First and Stagecoach, both have services using this stretch of highway.

3.4 The trial rank installed is limited to two vehicles so as not to hinder buses as they exit the bus lane around waiting taxis. Through correspondence with bus operator representatives, both First and Stagecoach bus drivers have not had problems with this or with waiting traffic at the junction with Derby Road. The First bus representative has stated that the trial has had no adverse impact on their services.

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

3.5 The stop-to-stop journey time data we have received from Stagecoach (buses run 19 hours per day from 05:00-23:00) shows the time taken to travel between the stop before and the stop after the taxi rank location. Public Transport Officers and bus representatives agreed that times exceeding five minutes would indicate disruption and should be investigated. Through retrospective CCTV observations, where possible, the five minute exceedances were reviewed - the data can be shown in Table 1.

Table 1 - Bus journey time data

Month	Total buses in month	All clear	No. of instances where journey exceeds 5mins	% of journeys exceed 5mins	Taxi in Rank, Not the cause of delay	Other vehicle in Rank, Not the cause of delay	Taxi in Rank, Cause of delay	Other vehicle in Rank, Cause of delay	Unknown cause of delay
August (24 days)	442	437	5	1.13%	1	4	0	0	0
September (30 days)	570	566	4	0.70%	2	1	0	0	1
October (31 days)	589	584	5	0.85%	2	2	0	0	1
November (30 days)	558	544	14	2.51%	0	3	0	0	11
December (31 days)	549	534	15	2.73%	0	4	0	0	11
January (31 days)	578	570	8	1.38%	0	0	0	0	8

3.6 In all instances, the delays were not attributable to the presence of taxis or other vehicles in the trial rank or as a result of waiting traffic close to the Derby Road junction. Whilst not known, it is assumed that the delays might be due to high traffic volumes beyond the taxi rank, the presence of two signalised pedestrian crossings after the rank, or other issues south of Laburnum Grove.

3.7 Whilst Portsmouth City Council have not received data from First Bus as part of the monitoring, the regional representative has confirmed that their bus drivers have not reported delays as a result of the installation of the trial taxi rank.

3.8 Casualty data

3.9 Prior to installation, the accident data made available by Hampshire Constabulary showed three casualties classified as 'slight' in the area from 1 Feb 2018. The updated data made available recently shows there were a further three 'slight' casualties recorded close to the site ahead of the works on 8th August 2022. At the time of writing, the police data runs up until 31st December 2022 and shows there have been no recorded accidents since the trial began.

3.10 Near Miss Data - where a 'Near Miss' is defined as an unplanned event that did not result in injury, illness, or damage – but had the potential to do so.

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3.11 Cyclists who experience a near miss while cycling on Portsmouth's roads can record the near miss incident on the PCC Travel Portsmouth online form, which can be found here: https://travel.portsmouth.gov.uk/schemes/near-miss/.

3.12 From April 2018, in the period prior to installation, 13 near misses were recorded in the area close to the junction of London Rd and Laburnum Grove.

3.13 Following the start of the trial in August 2022, one near miss has been reported. The non-deliberate incident occurred in October 2022 and involved a cyclist travelling south along London Road and a private car turning right into Laburnum Grove. It has not stated that parked taxis were nearby, so deemed not to have occurred as a result of the taxi rank.

3.14 Safety Assurances

3.15 Prior to initiating the trial, an independent Road Safety Audit was undertaken and the report identified no concerns with the proposal for a 22 hour rank in the specific location.

3.16 As part of the ongoing monitoring of the trial, a follow up RSA3 was instructed to assess the scheme whilst live and in operation. The results concluded there were no problems identified.

3.17 Non-compliance

3.18 Under the trial, the taxi rank is not permitted to be used by hackney taxis between 7am and 9am to ensure buses can make use of the full length of the bus lane during the peak morning period.

3.19 For one week prior to installation, CCTV footage was reviewed to observe any vehicles stopping between 7am and 9am. Within that week, 17 vehicles used the section of the bus lane including delivery vans, private cars and minibuses.

3.20 This monitoring has continued for six months since the trial went live. Over the 17 weeks, 305 vehicles were observed with 209 staying for less than 3 minutes and 40 of these staying for longer than 10 minutes. Of these, 19 of the vehicles were hackney taxis (approximately 1 per week). The total of 305 vehicles equates to an average of 17.9 vehicles per week, similar to the 18 vehicles recorded pre-installation. Tables 2 and 3 show the CCTV observations monitored between 7am - 9am.

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Table 2 - CCTV vehicle observations pre-trial

Pre Installation - for 1 week before trial	
Minibus/Coach	5
Car	4
Delivery vehicle	3
Roads maintenance	2
Refuse vehicle	1
PHV	1
Security van	1
Ambulance	1
	18

Table 3 - CCTV vehicle observations during trial

Post installation - for 17 weeks into trial		Equivalent per Week
Minibus/Coach	104	6
Car	64	4
Delivery vehicle	49	3
Maintenance	13	1
Refuse vehicle	8	0
PHV	24	1
Security van	7	0
Iceland	16	1
Postal van	1	0
Hackney Taxi	19	1
	305	**17**

3.21 Parking Enforcement observations

3.22 The city council's parking enforcement team patrol the city and have included monitoring the trial taxi rank for unauthorised vehicles parking in the trial rank. Over the six month period of operation, they have not issued any Penalty Charge Notices (PCNs) nor have they been made aware of issues of non-compliance at this location.

3.23 The Traffic Management Centre operators have made 109 CCTV observations at random times of the day throughout the six months since installation and have recorded the following usage:

Table 4 - Taxi rank usage observations

Month	All Clear	Number of Hackney Taxis in rank 9am - 7am	Total
August	22	2	24
September	19	1	20
October	15	2	17
November	12	1	13
December	13	1	14
January	18	3	21
Grand Total	99	10	109

3.24 The data in Table 4 shows that of the observations recorded, taxis were present in the rank on slightly less than 10% of the time.

3.25 Officer observations

3.26 Transport officers undertook observations of the section of London Road between Stubbington Avenue and Laburnum Grove and the usage of the rank by cyclists, rental e-scooters, buses and taxis on Tuesday 7th February and Saturday 11th February.

Table 5 - Bus lane usage by cyclists and e-scooters (private and rental)

Date	Time	Bicycles using the bus lane, navigating around buses/taxis	E-scooters using the bus lane, navigating around buses/taxis	Bicycles in carriageway (remained outside of bus lane)	E-scooters in carriageway (remained outside of bus lane)
07/02/2023	09:00 - 10:00	5	2	4	0
	10:00 - 11:00	8	1	0	0
	11:00 - 12:00	7	0	2	0
	12:00 - 13:00	6	0	0	1
	13:00 - 14:00	20	4	1	0
	14:00 - 15:00	22	3	3	0
	15:00 - 16:00	18	4	0	0
	16:00 - 17:00	36	5	1	0
	17:00 - 18:00	39	6	1	0
		161	**25**	**12**	**1**
11/02/2023	09:00 - 10:00	9	3	0	0
	10:00 - 11:00	8	0	1	0
	11:00 - 12:00	4	0	0	0
	12:00 - 13:00	15	0	0	0
	13:00 - 14:00	10	1	2	0
	14:00 - 15:00	5	0	2	0
	15:00 - 16:00	23	2	0	0
	16:00 - 17:00	15	2	1	0
	17:00 - 18:00	13	1	1	0
		102	**9**	**7**	**0**

3.27 The data in Table 5 above shows usage by cyclists and e-scooters. In all instances where a cyclist or e-scooter rider began using the bus lane, they overtook stationary or slow buses and returned to the bus lane.

3.28 Approximately 14% of cyclists did not use the bus lane and remained in the main carriageway through this section on London Road.

3.29 There was one recorded instance of a hackney taxi using the rank during the observations. This was between 2pm and 3pm on Saturday 11th February.

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4. Stakeholder Feedback

4.1 The representative for the taxi trade has been involved throughout the planning and implementation of this trial. To gain feedback from the Portsmouth licensed hackney drivers, an email was sent to the distribution list asking for feedback on the trial and if they would like it to remain, specifically:

- Do you use the rank?
- If yes, when do you use it?
- What would encourage you to use this rank more often?
- Any other comments?

4.2 From the emails sent, 34 responses have been received with 65% stating they use the rank and 71% would like the rank to remain.

4.3 In December, an email was sent to the Portsmouth Cycle Forum outlining the monitoring work being carried out and asking for their feedback on the rank given the shared use of bus lanes by cyclists.

.

4.4 Bus Operator representatives were involved in discussions on the proposals ahead of installation. Since the trial began, communications have continued through regular emails and PCC Public Transport officer led meetings and no issues have been raised.

4.5 In September 2022, five businesses close to the rank were visited to obtain their feedback on the trial. Whilst many were not aware of the trial, they all expressed that they had not noticed any behaviour change in their customers or staff and had no issues to report.

4.6 Four of the five businesses were asked recently for their feedback on the trial, with Iceland and Minutka both stating they felt their customers benefitted from the presence of the taxi rank. The Iceland employee stated that their customers find the rank convenient if they have lots of shopping to take home. They felt that customers use it on a regular basis and feel customers would be disappointed if it were to be removed.

4.7 Only one business provided a negative response to the rank, saying that their customers use private hire apps.

5. Responses to the Experimental Traffic Regulation Order (ETRO)

5.1 Only one response was received to the ETRO during the six month consultation period.

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5.2 In February, six months following the installation of the trial, a formal ETRO objection was received from The Portsmouth Cycle Forum. Concerns were expressed over the Private Hire Vehicles in Bus Lane trial and the safety of cyclists using this section of bus lane and navigating around waiting taxis in the rank. An alternative location on the western side of London Rd, north of Derby Road, was also suggested.

5.3 The trial taxi rank is exclusively for use by hackney carriage taxis. Also, this section of bus lane is not within the current Private Hire Vehicle (PHV) trial and the specifics of the PHV trial do not permit PHV taxis to park within the bus lane. Any changes to the PHV trial or the taxi rank trial would be presented to the Cabinet Member for Traffic and Transportation for a decision on the next steps. Information on the PHVs in bus lane trial can be found on our website: https://travel.portsmouth.gov.uk/public-transport/private-hire-vehicles-in-bus-lanes-trial/

5.4 In January 2022, an independent Road Safety Audit (RSA) was carried out which did not outline any safety concerns to cyclists using this existing bus lane. Accident and near miss data has been closely monitored and stakeholder feedback has been requested. No specific incidents have been identified during the trial period to date. Bus stops are located in the middle of this stretch of bus lane which would require cyclists and rental e-scooters using the lane to navigate around stopping buses. As part of the ongoing monitoring of the trial, a follow up stage 3 Road Safety Audit was carried out to assess the scheme whilst live and in operation. The report concluded that there were no concerns with safety in this location.

5.5 Prior to installation a number of alternative locations were considered, including the suggested area on the western side of London Road, with the chosen location being deemed most suitable. The recent closure of the Halifax bank and removal of the associated cashpoint may have had an impact on the use of this area, so further work is being carried out to re-assess the feasibility.

5.6 One of the main purposes of an experimental order is to assess the merits of the scheme over a period of time. We are proposing for the scheme to continue resulting in a final decision being made whether or not to confirm the order once the trial has been completed.

5.7 In line with this, the objection received will be formally considered at the end of the trial period.

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6. Next steps

6.1 The monitoring has shown that on specific occasions when bus delays were recorded and taxis were present in the trial rank, the taxis were not the cause of the delay.

6.2 Over the coming months, further work is planned, collaborating with the Licensing team, to understand the usage of the rank..

6.3 Council officers will carry out an investigation into the suitability of the area on the west side of the road given the changes to the businesses and a follow up report will be brought forward with any proposed changes to the trial.

6.4 The existing taxi rank will continue to be monitored through regular engagement with stakeholders and data gathering.

6.5 A report will be taken to the Cabinet Member for Traffic and Transportation ahead of the end of the 18 month ETRO period with a recommendation on the next steps of the trial.

……
Signed by:

Appendices:

Appendix A - Location Plan
Appendix B - Design drawing

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
Proposed Taxi Rank London Road report for Cabinet Member for T&T - 18 March 2022	Proposed Taxi Rank London Road.pdf (portsmouth.gov.uk)

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PHV Trial information online	https://travel.portsmouth.gov.uk/public-transport/private-hire-vehicles-in-bus-lanes-trial/
Trial to allow Portsmouth City Council Licensed Private Hire Vehicles (PHV's) in specified bus lanes in Portsmouth - 5 July 2022	PHV trial in bus lanes report.pdf (portsmouth.gov.uk)
Private hire vehicles in bus lanes trial update - 23 March 2023	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 23rd March, 2023, 2.00 pm Portsmouth City Council
Report a cycling Near Miss	https://travel.portsmouth.gov.uk/schemes/near-miss/

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

……
Signed by:

Proposed Taxi Rank Location in North End, Portsmouth, UK

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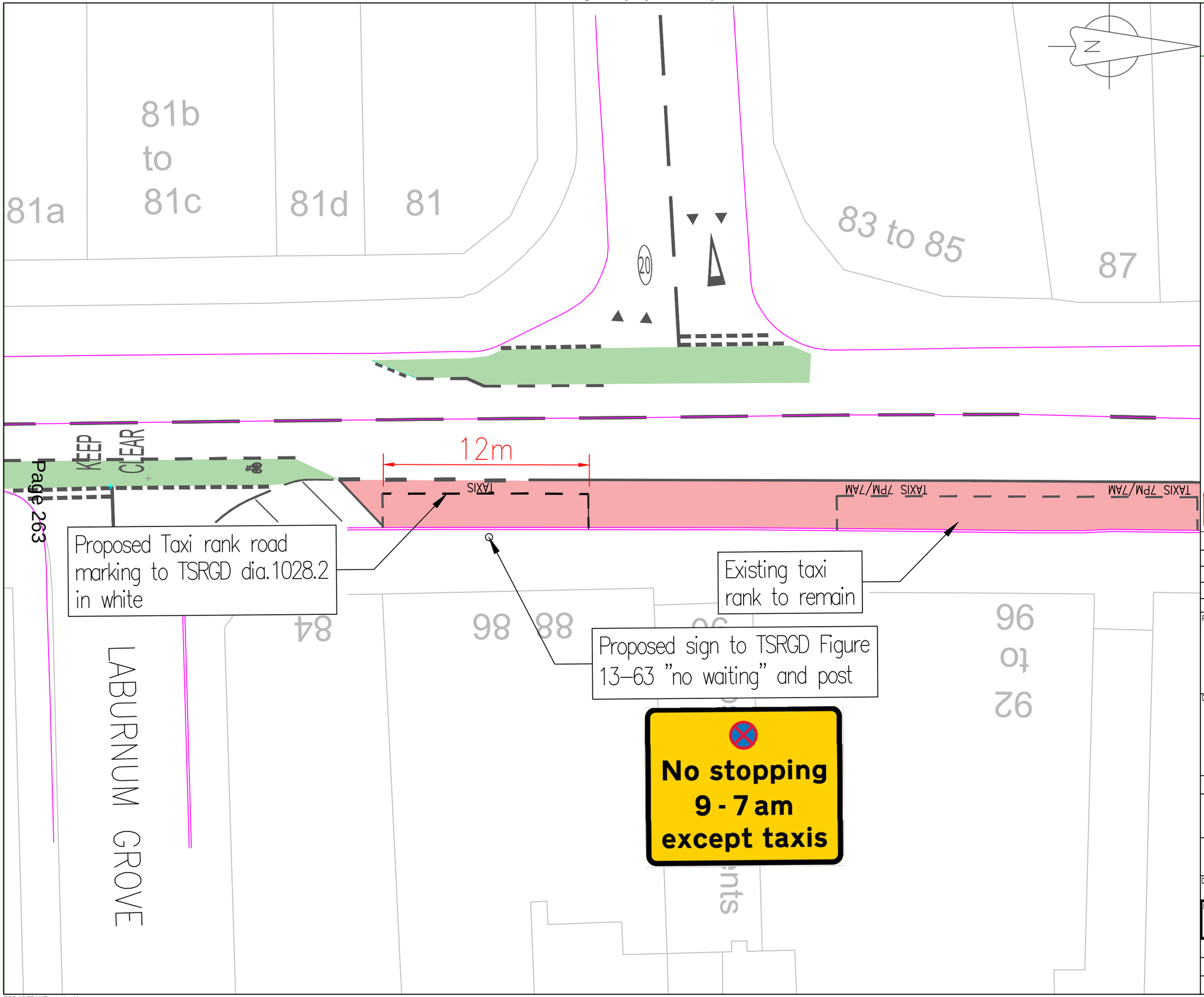

NOTE:
All dimensions to be checked on site prior to commencement of any work
*** DO NOT SCALE FROM THIS DRAWING***
Notify City Engineer of any discrepancies before ordering materials.

DRAFT

Rev	Date	Revision Details (Amended by:)	Approved by
A	18/02/2022	issued	GA / PR

Project
Proposed Taxi Rank in London Road

Drawing Title
General Arrangement

Date 18/02/2022 | Scale NTS

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REGENERATION
Assistant Director (Infrastructure)
Martin Lavers BSc CEng MICE

Design/Survey by	Drawn by	Checked by
GA	GA	PR

Drawing No **HWI1234 -GA- 01** | Revision No. A

SURVEY		DESIGN		WORKING DRAWING	
FEASIBILITY		TENDER		AS-BUILT	
INFORMATION	*	CONTRACT		E. I.	

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Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Date of meeting:	23rd March 2023
Subject:	Portsmouth Bus Service Improvement Plan: Passenger Charter
Report by:	Tristan Samuels - Director of Regeneration
Report Author:	Paul Walker - National Bus Strategy Delivery Manager
Wards affected:	All
Key decision:	No
Full Council decision:	No

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1. Requested by

1.1 Report requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

2.1 The purpose of this report is to provide an update on the adoption of the Portsmouth Bus Passenger Charter as part of the Enhanced Bus Partnership.

3. Background

3.1 In March 2021 the Government announced a new National Bus Strategy called Bus Back Better (BBB). As part of this, and to receive future transport funding, Local Transport Authorities (LTAs) had to publish a Bus Service Improvement Plan (BSIP) and form an Enhanced Partnership (EP) with bus operators to deliver the desired and stated improvements.

3.2 The Portsmouth Enhanced Partnership supports Portsmouth City Council's Imagine Portsmouth, which sets out a new city vision for Portsmouth's future by 2040. The Portsmouth EP will respond to the outcomes of the Imagine Portsmouth work, particularly about creating a city with easy travel and creating a green city.

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3.3 In January 2023 the DfT confirmed year 1 funding with indicative allocations for years 2 and 3. In total the programme equates to £48.3m over 3 years (April 2022 – March 2025) split between £33.8m for capital measures and £14.5m for revenue interventions.

3.4 Portsmouth's BSIP delivery programme was aligned to DfT priorities and focussed on residents' responses to make bus travel quicker, more reliable, and more affordable as well as getting residents where they want to go at the times that they wish to travel and in a short time. Over the last few months some initiatives have commenced, including early morning and late Friday and Saturday night services funded along with a free fares Sunday initiative for March 2023. Christmas Day services were also provided for the first time - all in partnership with bus operators First and Stagecoach.

3.5 One element highlighted for early delivery within the BSIP was the development of a Passenger Charter, which is outlined in section 4 of this report.

4. The Bus Passenger Charter:

4.1. As outlined in the Portsmouth Transport Strategy (LTP4)[1] Portsmouth City Council's aim is to transform public transport and provide the best possible bus services in Portsmouth as part of the partnership between bus operators and the City Council.

4.2 The Bus Passenger Charter sets out what can be expected by passengers when using all local bus services that operate across Portsmouth. These include the services provided by the following bus operators:

- First Bus South (including Star, Eclipse, Solent Ranger & Solent services)
- Stagecoach South (including Coastliner 700 services)

4.3 The Bus Passenger Charter covers elements of service provision that are the responsibility of Portsmouth City Council, which is the Local Transport Authority, including bus stops as well as the level of service provision and customer service to be expected on board.

4.4 The Charter reflects the agreement contained within the Enhanced Bus Partnership and is expected to be valid between April 2023 and March 2025 with annual review.

4.5 The Charter covers the following principal areas:

- Services and information including:
  - A network of regular bus services designed to connect people to places according to demand, developed in partnership between the Local

[1] Portsmouth Transport Strategy 2021-2038

Transport Authority and bus operators using data gained from operators and the public through regular engagement;
    - Standards for bus stops and shelters including timetable information, QR codes and real time information.
- Reliability including:
    - Buses normally running no more than one minute early or five minutes late;
    - Being kept informed on delays;
    - If the last bus on each service does not operate, bus operators will pay for a taxi for anyone left behind.
- On the Bus including:
    - An increased range of tickets;
    - Audio and visual Information on next stop & CCTV;
    - Details of who to contact if things go wrong;
    - Customer service training.
- Improving Bus Services in Portsmouth including:
    - Readily available information about the progress we are making to improve bus services through regular updates on social media, real time information signs and publications.

5. Stakeholders:

5.1 The Portsmouth BSIP and principles of the Passenger Charter has been subject to formal bus operator and public consultation in the Autumn of 2022.

5.2 The Portsmouth BSIP was developed following a public survey of over 1,100 residents and 32 local business in summer 2021 and in 2022, over 900 Portsmouth residents took part in the National Highways and Transport survey where the city was ranked joint second amongst 111 participating authorities. Public transport feedback is being analysed to inform the next steps of the BSIP. Portsmouth City Council will be taking part in the Transport Focus 'Your Bus Journey' starting the Spring, with this feedback and data being reviewed and reported to the Portsmouth Enhanced Partnership and included within the ongoing BSIP scheme development.

5.4 The Charter will be reviewed and where necessary revised each year as directed by the Enhanced Partnership Board. In addition to regular public consultation there is the provision for an Enhanced Partnership stakeholder group to put forward to the EP Board any recommendations for amendments to the Charter.

6. Next Steps:

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6.1 The Charter will be signed by operators and City Council and will come into force on 1st April 2023. A communications plan will be developed jointly with operators to advertise the charter including details available on all buses by the early summer.

……

Signed by: Tristan Samuels, Director of Regeneration

Appendices:

Appendix A - Portsmouth Bus Passenger Charter

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
Local Transport Plan 4	https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf
Portsmouth Bus Service Improvement Plan & Scheme	https://travel.portsmouth.gov.uk/wp-content/uploads/2022/12/Portsmouth-Enhanced-Partnership-FINAL-December-2022-301122.pdf

Funded by UK Government

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Portsmouth Bus Passenger Charter

March 2023

Portsmouth Bus Passenger Charter

March 2023

The Council's Local Transport Plan aims to *Transform Public Transport* by prioritising local bus services over general traffic to make journeys by public transport quicker and more reliable and to deliver high quality transport interchanges, stations and stops. It also sets out how the City Council will continue to work with public transport operators to deliver integrated, efficient, affordable, and attractive services promoting local and regional connectivity.

We aim to provide the best possible bus services in Portsmouth as part of the Enhanced Bus Partnership between Portsmouth City Council and bus operators. This Passenger Charter was Issued in April 2023 and is valid until March 2025.

This charter sets out what can be expected when using all local bus services that operate across Portsmouth. These include the services provided by the following bus operators:

Solent from First

First Bus South
Including Star, Eclipse, Solent Ranger & Solent services

Stagecoach

Stagecoach South
Including Coastliner 700 services

It also covers elements of service provision that are the responsibility of Portsmouth City Council, which is the Local Transport Authority, including bus stops. Portsmouth City Council has been funded £48m from the Department of Transport (DfT) as part of the National Bus Strategy to work with bus operators and our communities to work together to improve bus services in Portsmouth. We aim to create a *bus service that is more attractive to everyone*.

Portsmouth Bus Passenger Charter

Services and information

A network of regular bus services designed to connect people to places according to demand, developed in partnership between the Local Transport Authority and bus operators using data gained from operators and the public through regular engagement.

A place to wait for the bus that is in a suitable location, with shelter at busier stops. Got an issue with a bus stop or shelter? You can let the council know by contacting buses@portsmouthcc.gov.uk

Up-to-date information at every bus stop equipped with a bus stop flag and timetable information display, including details about bus times and fares as well as QR code. If there is no information display, then there will be something to signpost you to this information either via a website link or QR code.

Real Time Information will be displayed at more key stops and is available for all stops on bus operators' travel apps and through Traveline.

Improving bus services in Portsmouth

Readily available information about the progress we are making to improve bus services through regular updates on social media, real time information signs and publications.

You will be able to view information about the **performance of bus services** against our targets here portsmouth.gov.uk – this will be updated every 6 months

We'll keep you informed of any significant future changes to services and give you an opportunity to comment at portsmouth.gov.uk

You can **send us suggestions and comments** about bus services and ways that they can be improved by either contacting an operator through the sites listed below, or the council at buses@portsmouthcc.gov.uk

You'll always have **any complaint fully investigated and a response provided within 10 working days**, with the opportunity to feedback on how well you consider your complaint has been dealt with

Reliability

A reliable bus service – that means buses normally running no more than one minute early or five minutes late.

You will be kept informed by the driver, Real Time Information System and/or via social media if your bus is seriously delayed and why.

Sometimes there are exceptional circumstances that mean buses can't operate as advertised – wherever possible we will keep you informed and **let you know about planned changes ahead of time**.

If the last bus on each service does not operate, **bus operators will pay for a taxi for anyone left behind**.

On the Bus

Value for money tickets with a range of payment methods including cash, card and app.

An increased range of tickets which will enable easier travel by bus.

Audio and Visual Information on next stop throughout the journey – and we hope to extend this to showing connections at major stops soon.

CCTV on most buses for your safety and security.

A space large enough to take one wheelchair or two buggies, on every bus.

A clean bus, both inside and out, at the start of its service (but be patient with us, sometimes it's hard to keep a bus clean – especially when it's raining a lot).

A smart, friendly and helpful driver.

A pleasant and comfortable journey experience, with a smooth ride.

Details of who to contact if things go wrong clearly visible inside each bus.

This charter will be refreshed each year, taking on board your thoughts and comments.

The Small Print

This Charter does not affect your statutory rights. Passengers are carried by each bus operator in accordance with its own conditions of carriage, available from the following websites:

First Bus South
firstbus.co.uk/portsmouth-fareham-gosport

Stagecoach South
stagecoachbus.com/news/south

Complaints and comments

If your journey has not met your expectations, please let the operator know – they welcome compliments, comments and suggestions, as well as complaints. Details of how to comment or complain can be found via the operators' websites detailed above.

Operators will respond to all complaints within 10 working days. If you are not satisfied with how an operator has dealt with your complaint, please contact buses@portsmouthcc.gov.uk

Signatories

Cllr Lynne Stagg
Portsmouth City Council
March 2023

Simon Goff
First Bus
March 2023

Gordon Frost
Stagecoach
March 2023

This charter can be made available in other formats, if you would like this information in another format or language please contact **buses@portsmouthcc.gov.uk**

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Title of meeting:	Traffic and Transportation Cabinet Member Meeting
Subject:	Portsmouth Public Transport Strategy
Date of meeting:	23 March 2023
Report by:	Tristan Samuels - Director of Regeneration
Report Author:	Hayley Chivers - Transport Planning Manager
Wards affected:	All

1. Requested by

1.1. This report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

2.1. The purpose of this report is to provide an overview of the forthcoming Portsmouth Public Transport Strategy, including key milestones and an indicative timeline to adoption.

2.2. The report outlines the importance of bringing forward a public transport strategy at this time where the council has successfully secured Government funding for public transport programmes which need clear policy framework to work to ensuring achievement towards the Portsmouth Transport Strategy ambition.

2.3. This report outlines how the public transport strategy will support Portsmouth City Council's Imagine Portsmouth[1], a city vision for Portsmouth's future by 2040, particularly about creating a city with easy travel and creating a green city.

2.4. The public transport strategy is an integral strategy document of the Portsmouth Transport Strategy[2] as set out in our fourth Local Transport Plan (LTP4), adopted in October 2021, and its vision that: "By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city".

[1] The Vision - Imagine Portsmouth
[2] Portsmouth Transport Strategy 2021-2038

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2.5. This report highlights the other key workstreams that will be integral to the development of the public transport strategy, including alignment with the new Portsmouth Local Plan and relevant Masterplans.

2.6. The public transport strategy is an integral document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan. The public transport strategy seeks to support the strategic sites and area allocations identified in the local plan by enabling re-distribution of valuable land through alternative travel modes, improved public transport provision will support increased productivity and economic benefits in Portsmouth.

2.7. This report highlights how the development of the public transport strategy will also support the priorities of the council's Climate Change Strategy[3] which is underpinned by the city's ambition to be carbon net zero by 2030. The council aims to prioritise carbon mitigation that also has socio-economic and environmental benefits. This is in addition to the other council strategies such as the Health and Wellbeing Strategy[4] which supports improvements to air quality.

2.8. Diagram 1 demonstrates how the public transport strategy and other transport strategies work together to achieve the strategic objectives and vision of the Portsmouth Transport Strategy and how they integrate with wider council, regional, and national strategies.

[3] development-and-planning-portsmouth-climate-change-strategy.pdf
[4] health-and-wellbeing-strategy-january-2022-accessible.pdf (portsmouth.gov.uk)

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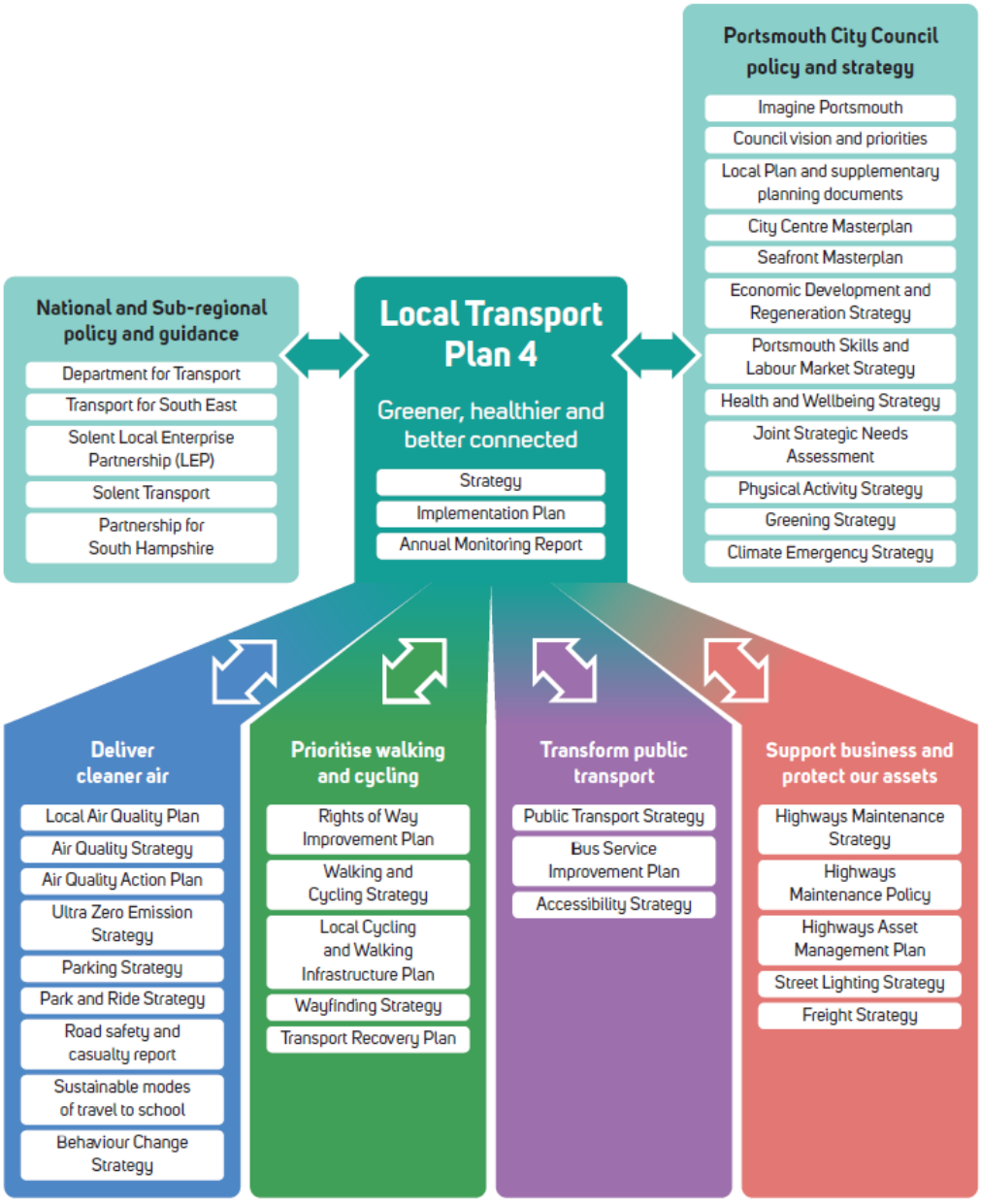

Diagram 1 - Portsmouth transport strategies

2.9. The public transport strategy will be delivered by means of an Enhanced Partnership[5], approved June 2022, between the council and local bus operators, as required by the National Bus Strategy, using funding awarded of £48.3m over three years through the Portsmouth Bus Service Improvement Plan (BSIP)[6] agreed by the Department of Transport in August 2022.

5 Enhanced Partnership Plan and Scheme

6 Portsmouth Bus Service Improvement Plan

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2.10. The value of an effective public transport strategy will be as an enabler for the widest breadth of residents' and council ambitions including access to employment education and training, helping address the cost-of-living crisis, and helping to improve air quality, health, wellbeing and economic outcomes.

3. Background

3.1. Portsmouth's island geography means that many road journeys are extended, and many trips are made by waterborne transport. It is also the most densely populated city in Great Britain outside of London.

3.2. Much post-war housing was developed to the north of the island in Paulsgrove, and some distance away at Leigh Park and Waterlooville beyond the administrative boundary. Bus travel times from these further away areas to the city have become less attractive as delays caused by traffic congestion have grown.

- Access to employment, education and training is limited for those without a car. According to the census[7], in 2021 30.3% of households in the city did not have a car or van.

- Car ownership in the city has grown significantly in recent years. From 2009 to 2017 the number of vehicles licensed in the Portsmouth area increased from 90,200 to 102,200[8]). Greater use of private transport increases congestion and worsens air quality. Portsmouth has five air quality management areas (AQMAs) and is subject to four separate Ministerial Directions to bring air quality within legal limits in the shortest possible time. The latest of these directions required the introduction of a Class B charging Clean Air Zone (CAZ) in November 2021.

3.3. The centrepiece of the Portsmouth Public Transport Strategy is the South East Hampshire Rapid Transit (SEHRT) network. This will provide rapid bus routes across the city with quicker and more reliable journeys, facilitated by junction improvements, smart traffic signals and priority over general traffic. Local bus routes will also benefit from quicker travel times through priority measures, improved stop geometry and simplified fare systems. Digital Demand Responsive Transport will provide access to communities not served by traditional bus routes. All significant employment centres, the university, colleges, hospitals and leisure attractions will have improved access by public transport. The BSIP, funded by

7 census data - Office for National Statistics Number of cars or vans - Census Maps, ONS; https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-5a/2-cars-or-vans-in-household?lad=E06000044

8 From Department of Transport Vehicle Licensing Statistics https://www.gov.uk/government/collections/vehicles-statistics

Government, will deliver a large proportion of these programmes in the period to March 2025

3.4. Rail connections to other cities and economically important areas will be maintained and improved where possible. The two main rail stations will be improved to provide better ambience for passengers and more befitting gateways to the city as funding is identified.

3.5. The Solent Area Connectivity Study[9] sets out investment choices to enable train service improvements to accommodate forecast growth and make rail a more attractive choice for travel across and within the Solent area in future, encouraging modal-shift from the private car and assisting efforts to address local transport, development, economic and environmental issues.

3.6. Hovercraft and foot passenger ferry terminals will be maintained and improved to provide suitable gateways to the city and easy, convenient, interchange with other public transport modes for onward travel. Further opportunities for integrated ticketing such as park and float will be explored. Access from ferry ports to significant nearby destinations will be improved.

3.7. Long distance coach services benefit from the facilities at The Hard Interchange which provide a safe and comfortable waiting area with good public transport connections. These are now open 24 hours a day thanks to funding from BSIP.

3.8. Value for money fares, simpler 'tap on tap off' payments and seamless, integrated, fare payments will be provided alongside further development of the Breeze Mobility as a Service (MaaS) app and Solent Go ticket options, delivered through the Solent Transport Future Transport Zone.

3.9. Initially it is envisaged that these investments will still see many residents continue to own a car but use it less often whilst access is improved for all without the need *to own a* car.

3.10. However, as residents increase using alternative modes for many journeys, many may decide that they no longer need to have a second car in their household or even at all, causing the growth in car ownership to slow down and ultimately reverse.

3.11. Getting to the public transport network and interchange between routes and modes will be made easier. First mile access to and from stops and stations will be aided by bike share/rental and e-scooters and BSIP funding for improved cycle routes, footpaths and signing improvements.

[9] Solent Connectivity

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3.12. Local transport hubs will bring together, according to location, public transport interchanges, car club vehicles, high quality cycle facilities and cycle parking, taxi ranks, EV charging points, parcel lockers and flexible space for business use such as cafes, cycle repairs and 'pop up' shops all linked together by improved quality public realm. Proposals are being developed for the park and ride site at Tipner, the interchange at Cosham and around the Hovercraft terminal at Southsea.

3.13. The Portsmouth Transport Strategy[10] (Local Transport Plan 4 (LTP4),) was adopted in October 2021, and includes four strategic objectives:

- deliver cleaner air,
- prioritise walking and cycling,
- transform public transport, and,
- support business and protect our assets.

3.14. The objective of cleaner air and council declared climate emergency with net zero target of 2030 will be significantly assisted by the council's successful bid for 62 zero emission electric buses, the largest such deployment on the south coast. The bid, in partnership with Hampshire County Council and match funding from First Bus, will see an investment of £27.8m in the buses which are due to be in service by March 2024.

3.15. Funding through the BSIP will help transform public transport in Portsmouth with a programme based on DfT objectives and informed by residents' priorities including targeted cheaper fares, tickets which can be used on both local bus operators, simpler payment using 'tap on tap off' and discounts for under 19s, families, jobseekers, hard to reach groups, and a 90-minute hopper ticket across the city.

3.16. Early morning journeys form 4.30 am to make getting to work easier and late-night buses to support the night-time economy have already proved popular, as have buses on Christmas Day to help family and friends to keep in touch.

3.17. Improved information before the journey and on the bus will be aided by real time information at every stop, where feasible, as well as on bus displays which show connections to provide reassurance during the journey. A Passenger Charter will set standards and provide accountability while bus stops will offer better access for passengers and the buses themselves as well as creating a welcoming and safe environment.

3.18. The health benefits from public transport, apart from reduced emissions and less congestion, include the walk or cycle to and from the bus stop or station. The BSIP includes funding to improve the 'first and last mile' of the journey.

[10] Portsmouth Transport Strategy 2021-2036

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3.19. Improved public transport will enable people to move into and around the city more quickly and easily. This will facilitate better access to new homes, workplaces, schools, colleges, the university, leisure attractions, hospitals, health centres, the city centre and suburban centres. These 'trip attractors' will be more accessible to those without the use of a car, increasing benefits to residents, visitors and the local economy.

4. Engagement

4.1 The Portsmouth BSIP was built on a survey of over 1,100 residents and 32 local business in summer 2021 and in 2022 over 900 Portsmouth residents took part in the National Highways and Transport survey where the city was ranked joint second amongst 111 participating authorities. Public feedback is being analysed to inform the next steps in BSIP. A survey of residents and businesses in Port Solent to inform the DDRT pilot, in partnership with Solent Transport, has been completed and is being analysed. The council will be taking part in the Transport Focus 'Your Bus Journey' starting in early 2023.

4.2 An internal officer working group will be established to assist in the development of this strategy, to enable cross-department working and to ensure that all relevant considerations are included during strategy development. A wide range of internal teams will be invited onto this working group to get a broad perspective on considerations and synergies for the strategy, including Planning and Economic Growth, Culture Leisure and Regulatory Services, Finance, Climate Change, Major Projects, Public Health, Highways Infrastructure, and PFI, Communications, and Corporate Strategy.

4.3 As the strategy develops, key external stakeholder workshops will be held to ensure the views and input from a range of external organisations building on the Stakeholder Engagement Group which is part of the Enhanced Partnership.

4.4 Workshops with all councillors are proposed to be held, to enable all views to be considered and enable feedback on proposed strategy content prior to consultation.

4.5 A full public consultation will be conducted once the draft strategy has been produced.

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5 Proposed Timeframes

5.1 As this strategy is at the early stages of development, suggested timeframes are indicative only.

- Regular meetings of internal officer working group - to be established Spring 2023
- Quarterly updates to LTP4 Strategy Board (attended by Cabinet Member for Traffic & Transportation) - next meeting due June 2023
- All Member workshop(s) – Autumn 2023
- External stakeholder workshops - Autumn 2023
- Traffic and Transportation report seeking permission to consult - Winter 2023
- Public consultation –Winter 2023
- Proposed adoption –Spring 2024

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……
Signed by Tristan Samuels, Director of Regeneration

Appendices:

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

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

Title of document	Location
Imagine Portsmouth	The Vision - Imagine Portsmouth
Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
Portsmouth Climate Change Strategy	development-and-planning-portsmouth-climate-change-strategy.pdf
Portsmouth Health and Wellbeing Strategy	health-and-wellbeing-strategy-january-2022-accessible.pdf (portsmouth.gov.uk)
Department of Transport Vehicle licensing Statistics	https://www.gov.uk/government/collections/vehicles-statistics
Census Data (related to car ownership)	Office for National Statistics online: Number of cars or vans - Census Maps, ONS
Portsmouth Enhanced Partnership Plan and Scheme	Portsmouth Enhanced Partnership
Portsmouth Bus Service Improvement Plan	National Bus Strategy (portsmouth.gov.uk)
Solent Connectivity (Rail study)	Solent Connectivity
Portsmouth Transport Implementation Plan 2022/23 to 2024/25	Portsmouth Transport Strategy 2021-2036

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Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Date of meeting:	23 March 2023
Subject:	Private hire vehicles in bus lanes trial update
Report by:	Tristan Samuels - Director of Regeneration
Author:	Liam Norman - Project Manager
Wards affected:	Cosham, Nelson, Charles Dickens

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1. Purpose

1.1. The purpose of this report is to provide an update on the current trial permitting private hire vehicles (PHVs) to utilise five bus lanes as approved at the meeting of the Traffic & Transportation Cabinet Member on 5 July 2022, and its subsequent implementation on 14 November 2022.

1.2. The report details the current status of this trial and the data collected.

2. Background

2.1. At the meeting of the Traffic and Transportation Cabinet Member on 5 July 2022, a trial was approved for a minimum of three months to allow access for Portsmouth City Council licensed Private Hire Vehicles (PHVs) to use the following five bus lanes in Portsmouth (shown in Appendix A):

- Cavell Drive (Bus Lane 1),
- Marketway (Bus Lane 2),
- Mile End Road (Bus Lane 3),
- Queen Street (Bus Lane 4), and
- Bishop Crispian Way (Bus Lane 5)

2.2. These locations were brought forward following officer assessment, stakeholder engagement and road safety audits.

2.3. This trial was introduced to support private hire vehicles as an important mode of transport for many, providing 24-hour on-demand travel across the city.

2.4. The trial supports the Portsmouth Transport Strategy in trying to reduce the demand for private car ownership, providing residents confidence in the reliability and attractiveness of private hire vehicles as an alternative transport mode.

2.5. Bus lanes are traffic lanes reserved for the use of buses and other authorised vehicles which are to be given priority. They provide a dedicated right of way, enabling buses to avoid queues of traffic and other sources of delay, and address the problem of bus travel times becoming substantially longer and less reliable and attractive than those possible by private car.

2.6. Portsmouth currently has 53 bus lanes in the city, providing a combined total of 9.8km of dedicated priority.

2.7. The vehicle types permitted to use the 48 bus lanes not included in the trial are specified in their respective Traffic Regulation Order (TROs). These currently include buses, hackney carriages (taxis), cyclists and emergency service vehicles travelling under blue lights and rental e-scooters.

2.8. Under the 1985 Road Traffic Act, the Local Transport Authority is accountable to the Traffic Commissioner for any action that it has taken which negatively impacts on bus punctuality.

3. Trial to date

3.1. Pre-trial

3.1.1. To clearly indicate which vehicles are permitted to enter the five bus lanes during the trial, all current bus lane signage was reviewed and updated ahead of the launch to include "authorised vehicles". This is in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016.

3.1.2. An experimental traffic regulation order (ETRO) has been put in place to enable the addition of PHVs in trial bus lanes. The maximum period of an ETRO is 18 months with the consultation period the first six months. This provides stakeholders the opportunity to respond to the consultation during the trial. Any consultation responses will inform the final review of the trial.

3.2. Governance

3.2.1. This trial was established with clear governance to ensure visibility for and feedback from key stakeholders and users. The key elements of this governance include:

3.2.2. An external review panel (ERP)
The purpose of the external review panel is to provide key updates to relevant stakeholders at important project milestones such as pre-trial planning, pre-trial commencement, baseline data collection review and final trial review, and to collect their feedback on the trial. This group includes representatives from bus service providers, the PHV and hackney trades, Portsmouth Cycle Forum, as well as statutory consultees. These meetings are typically arranged at appropriate intervals, aligning with key programme milestones.

3.2.3. A project working group
The project working group comprises internal council officers (licensing, transport, parking and enforcement) and is held at appropriate intervals, aligning with key programme milestones, ahead of the ERP meetings to review the status of the trial, risks and issues, as well as trial safety updates and communications.

3.2.4. A project board
The project board meets in between the working group and ERP meetings to discuss the status of the trial, any issues and provide direction and decision making on the project. The project board comprises of the project sponsor (Assistant Director for Transport), the Cabinet Member and the Opposition Spokespersons for Traffic and Transportation, as well as senior managers from the council's transport and licensing departments.

3.3. Trial monitoring

3.3.1. Following approval in July 2022 the trial commenced with a period of baseline data collection April 2022 and 13 November 2022, with the trial going live on 14 November 2022. The duration of the baseline data collection periods varies by data source.

3.3.2. To ensure robust information, it was proposed that data be collected for a minimum of one month before the trial and continuously during the trial. This enables baseline data for comparison. The baseline data collection period is different for each of the metrics due to the time of installation of some of the required equipment.

3.3.3. The following monitoring methods were agreed for the trial to ensure there are measurable datasets alongside any qualitative stakeholder feedback:

3.3.3.1. Road traffic incident data
All road traffic incidents at trial sites are being reviewed, where possible, on a monthly basis throughout the trial. It has been agreed with Hampshire Constabulary that this will be provided monthly throughout the trial for cyclists.

3.3.3.2. Bus/PHV journey time data
Bus service providers and PHV service providers are providing pre-trial and trial journey time data.

3.3.3.3. Journey time monitoring
General traffic journey times are measured across the city to provide a comparison to any trial data trends identified. Only routes identified near the trial sites are being monitored, the locations of these routes can be found in appendix B.

3.3.3.4. Junction performance data
A junction data analytics system was procured and is being utilised to enable the impact on the length of time it takes to pass through key junctions affected by the trial.

3.3.3.5. Bus lane contraventions
Contraventions in enforced bus lanes are being monitored.

3.3.3.6. Air quality monitoring
Air quality monitors were procured and installed for use prior to and during the trial to assess the impact, if any, on air quality along these routes. These monitors measure particulates and NOx.

4. Baseline trial data

The outputs of the baseline trial data analysis are as follows:

4.1. Manual traffic counts:

4.1.1. Manual traffic counts were undertaken during a 12-hour period over two days (one in September 2022 and one in October 2022) to identify how the bus lanes were used prior to the start of the trial. A summary of this data is as shown in Table 1:

Vehicle Type	Count of Vehicle by Site Location				
	Cavell Drive	Mile End Road	Marketway	Bishop Crispian Way	Queen Street
Bus	42	23	50	97	68
Car	11	2	8	4	4

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Cycle	11	16	9	74	19
Private E-Scooter	1	1	3	22	5
Hackney	1	15	14	19	9
Ordinary Goods Vehicle	2	6	7	4	0
PHV	2	2	5	3	3
VOI E-Scooters	0	0	3	14	3

Table 1: Pre-trial bus lane manual traffic counts

4.1.2. Table 1 shows that pre-trial the bus lane was used by authorised vehicles however, there were a number of instances of contraventions by unauthorised modes at all trial sites.

4.1.3. To understand the usage of the trial bus lanes by PHVs and any change in use by other vehicles manual traffic counts will be repeated in spring.

4.2. Air Quality:

4.2.1. Air quality data has been recorded at each of the trial sites since September 2022. These monitors are recording both particulates and NO_x.

4.2.2. Air quality data is variable in nature and more data is required from a longer duration to draw reasonable conclusions on the impacts of the trial at this point in time. We will continue to monitor this throughout the trial.

4.3. Journey times:

4.3.1. Existing Bluetooth journey time sensors in the city as shown in appendix B have been utilised to collect data on journey times of all vehicles with a Bluetooth device switched on. This data source is used for monitoring the journey times of general traffic in the city. The minimum, maximum and average journey times recorded using existing sensors in the city is summarised in Table 2.

Year	Month	Minimum Journey Time (seconds)	Maximum Journey Time (seconds)	Average Journey Time (seconds)	Range of Journey Time (seconds)
2022	April	2	321	62.22	2-321
2022	May	7	322	63.61	7-322
2022	June	1	324	62.77	1-324
2022	July	1	306	63.00	1-306
2022	August	2	310	64.02	2-310
2022	September	3	371	64.95	3-371

2022	October	1	374	65.83	1-374
2022	November	4	287	63.92	4-287
2022	December	2	222	63.04	2-222
2023	January	1	219	63.91	1-219

Table 2 - Vehicle journey time monitoring from Bluetooth sensors

4.4. Junction times:

4.4.1. The amount of time taken to pass through key junctions at trial sites is being monitored as part of this trial. The below table shows the results of the baseline data collection period (September 2022 - November 2022), with which the trial is being measured against:

Trial Site	Minimum Travel Time (s)	Maximum Travel Time (s)	Average Travel Time (s)	Range of Travel Time (s)
Cavell Drive	13	370	36.04	13-370
Marketway	11	403	24.44	11-403
Mile End	12	520	27.73	12-520
Queen Street	13	543	25.2	13-543

Table 3 - Junction journey time pre-trial

4.4.2. Table 3 shows a summary of the minimum, maximum and average time taken to pass through key junctions affected by the trial during the baseline date collection phase. Queen Street is affected by both Queen Street bus lane and Bishop Crispian Way bus gate.

4.4.3. Table 4 shows the results of the trial data collected to date (November 2022 - January 2023):

Trial Site	Minimum Travel Time (s)	Maximum Travel Time (s)	Average Travel Time (s)	Range of Travel Time (s)
Cavell Drive	12	446	36.72	12-446
Marketway	11	501	24.45	11-501
Mile End	11	345	24.19	11-345
Queen Street	13	821	24.64	13-821

Table 4 - Junction journey time post launch

4.4.4. Table 4 shows a summary of the minimum, maximum and average time taken to pass through key junctions affected by the trial during the trial phase.

4.5. PHV and bus journey times:

4.5.1. PHV and bus service providers are providing journey time data as a means of measuring the impacts the trial has on the public transport network in Portsmouth. A summary of the baseline data collected is as follows in the below tables:

4.5.2. PHV journey times

Table 5 summarises average journey times in the months of September 2022 and October 2022 from PHV providers during the baseline data collection period.

Average sum of trips	Average trip time (mins: secs)
441	08:11:04

Table 5 - summary of PHV journey times.

4.5.3. Bus journey times

Table 6 highlights the key findings from review of bus service provider data in the month of October 2022 during the baseline data collection period.

Average minimum travel time (mins: secs)	Average maximum time (mins: secs)
00:00:35	00:05:22

Table 6 - bus journey times.

4.6. Contraventions:

4.6.1. Bus lane contraventions are being measured to understand if the trial may lead to confusion from non-authorised users, or PHV drivers in other bus lanes.

4.6.2. Table 7 summarises contraventions recorded during the baseline data collection period (September 2022 - November 2022) and since the start of the trial:

Average Number of Contraventions (Baseline Data Collection Period)	1,022

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Average Number of Contraventions (Trial Data Collection Period)	753

Table 7 - **Bus Lane contraventions**

5. Trial Safety

5.1. Road safety audits

5.1.1. During the planning phase of the trial, there were concerns raised by stakeholder groups regarding the potential safety impacts of the trial on vulnerable road users such as cyclists.

5.1.2. Safety of road users is of critical importance, and Stage 1/2 Road Safety Audits (RSAs) were undertaken prior to the trial to confirm the acceptability of the proposed bus lanes being used. All issues and comments raised in these RSAs were rectified, casualty data is continually monitored, along with near miss data reported to us. There will be future work on a sign located on Queen Street to replace an interim vinyl overlay on the sign with a completely new sign.

5.1.3. In addition to the stage 1/2 road safety audits described above, stage 3 road safety audits were conducted after trial implementation. No further issues were identified through these audits. The auditor made some minor comments on the placement of some signage. These comments have been reviewed and work is currently taking place to address these.

5.2. Casualty and near miss data

5.2.1. Since the commencement of the trial on the 14th of November 2022, there have been no serious casualties involving cyclists within trial bus lanes. However, there has been a series of near miss reports relating to PHVs in bus lanes. Following investigation, it was determined that only one of the near misses reported was at a trial site. Each near miss report was investigated by transport officers and through collaboration with the licensing team necessary process has been followed to raise awareness with offending individuals.

6. Stakeholder feedback

6.1.1. The key themes from stakeholder feedback received both before and after trial launch have centred around the safety of vulnerable road users, as well as the omission of Commercial Road bus lane from the trial.

6.1.2. As a result of the concerns raised that the omission of Commercial Road may cause confusion, we have been monitoring the number of contraventions on this bus lane. In the months before the trial (March 2022 - October 2022), there was an average of 147 contraventions per month. Since the trial commenced, there have been an average of 124 contraventions per month. With 127 being reported in the

month after the trial and 120 being reported in January 2023. We will continue to monitor this over the next few months and will report back to the Cabinet Member for Traffic and Transportation with a conclusion on whether the trial has led to confusion, and provide any recommendations.

6.1.3. In its TRO Commercial Road bus lane encompasses the whole section of Commercial Road down to Edinburgh Road. This bus lane would therefore need to be split into separate sections in any new ETRO/TRO, which could lead to difficulties in reversing the new setup in the event of cancellation of the trial. Commercial Road bus lane also allows loading and unloading, potentially hampering monitoring of this bus lane. As a result of these factors, in addition to road safety concerns, Commercial Road bus lane was discounted from the trial.

6.1.4. For Commercial Road bus lane to be included in the trial going forward the bus lane would need to be subject to a RSA, with any issues or comments identified being rectified in advance of inclusion in the trial. All signage would also need surveying, and possibly replacing, to meet trial requirements.

6.1.5. The current trial ETRO would need to be revoked and replaced with a new ETRO. This new ETRO would need to revoke the full length of Commercial Road bus lane all the way to Edinburgh Road. The ETRO would then need to split this bus lane into multiple bus lanes and could lead to additional complications, more involved highways work, and the need to undertake a formal TRO process regardless of trial success.

7. Next Steps and Timeframes

7.1. As outlined by the data included in section four of this report there have been no significant concerns arising from the launch of this trial. Due to the limited timeframe of data available full conclusions are not possible and monitoring and evaluation should continue.

7.2. The trial will continue under the existing ETRO, with a further report being brought to the Cabinet Member for Traffic and Transportation once enough data has been collected to draw a conclusion on the impacts of the trial and any consultation responses to the ETRO.

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Signed by (Director)

Appendices:

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Appendix A - Plan of trial bus lanes
Appendix B - Plan of Bluetooth journey time sensors

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
Private Hire Vehicle in Bus Lane Trial Report to Cabinet Member of Traffic and Transportation 5 July 2022	Agenda for Cabinet Member for Traffic & Transportation on Tuesday, 5th July, 2022, 4.00 pm Portsmouth City Council

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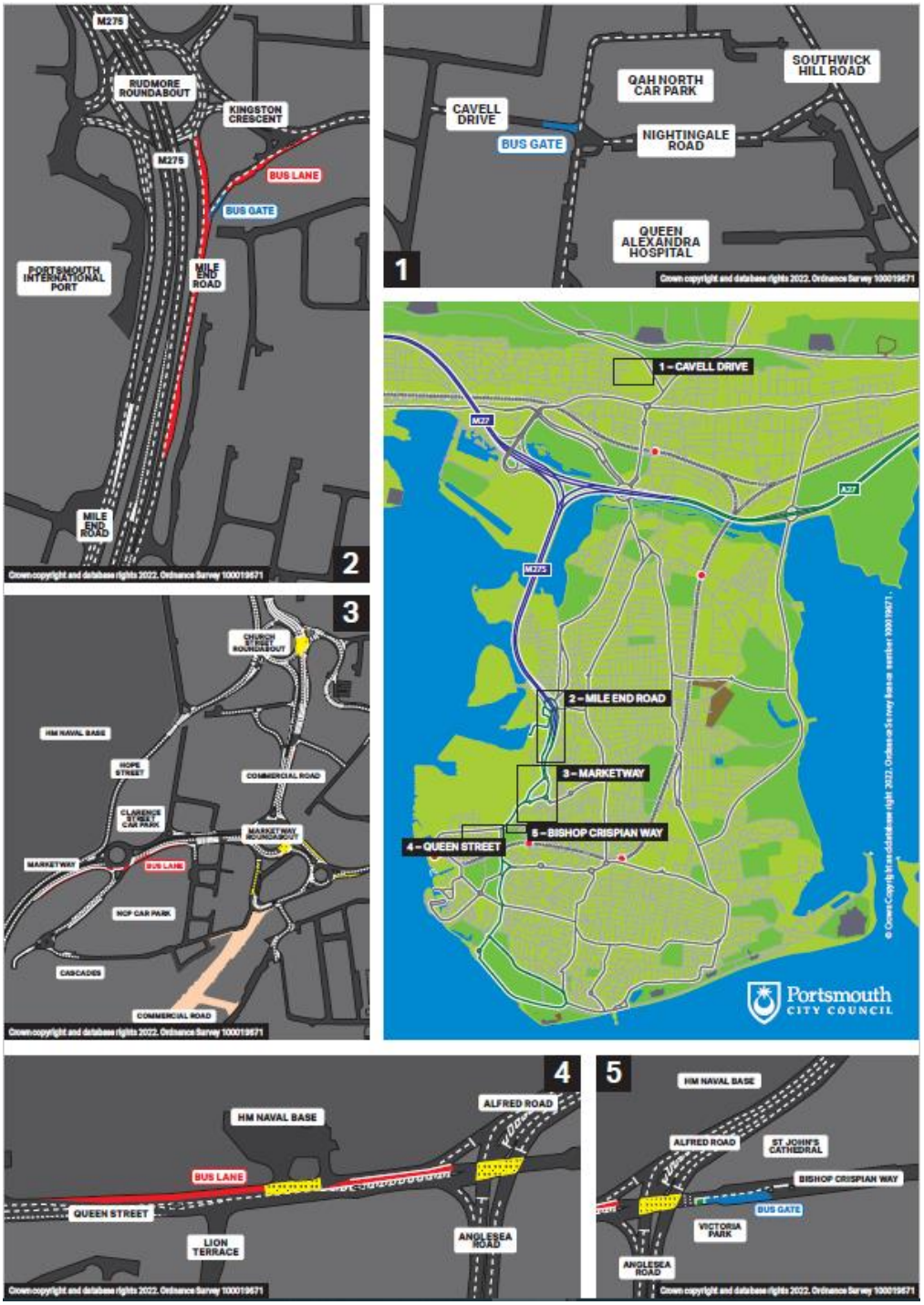
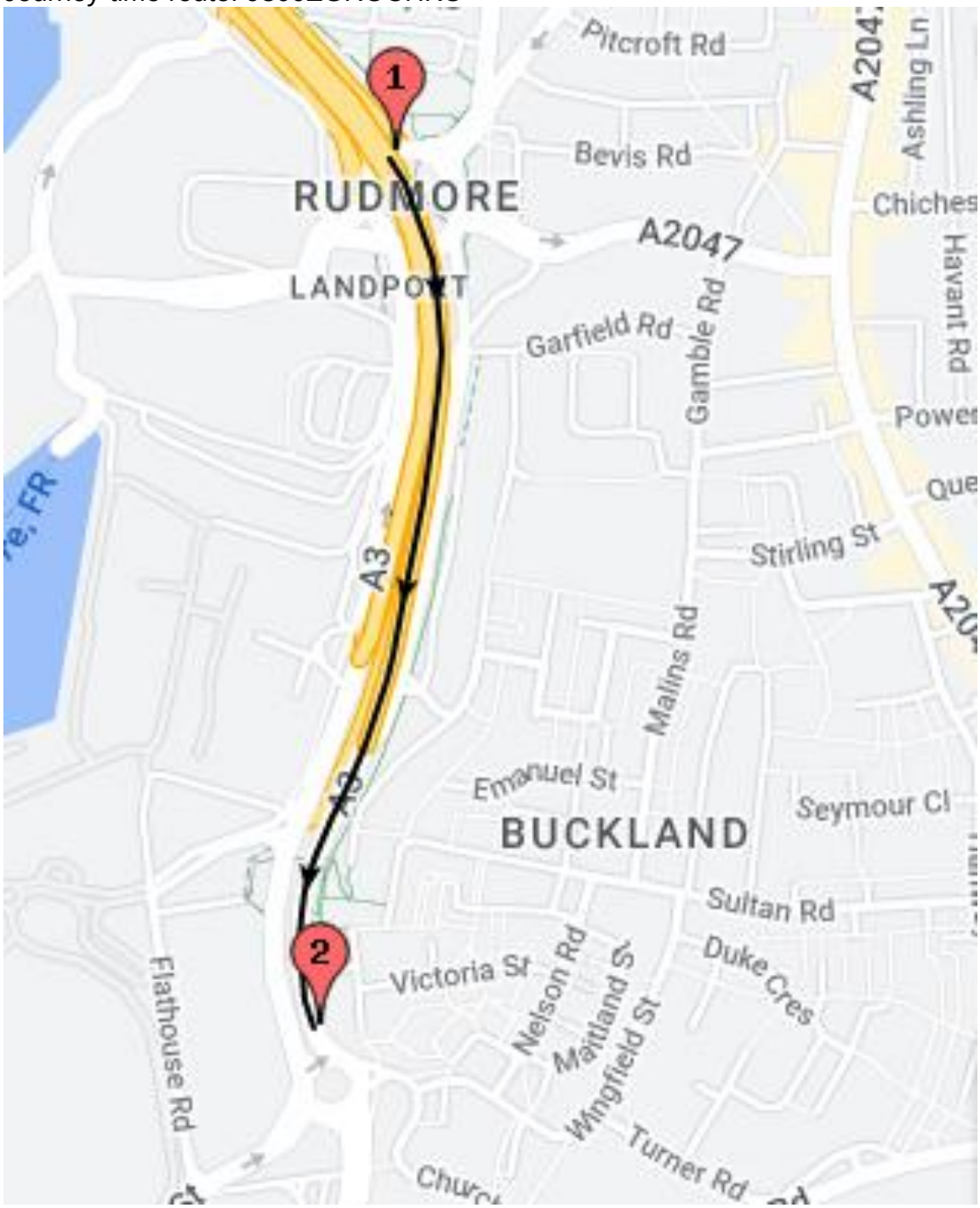
Appendix A

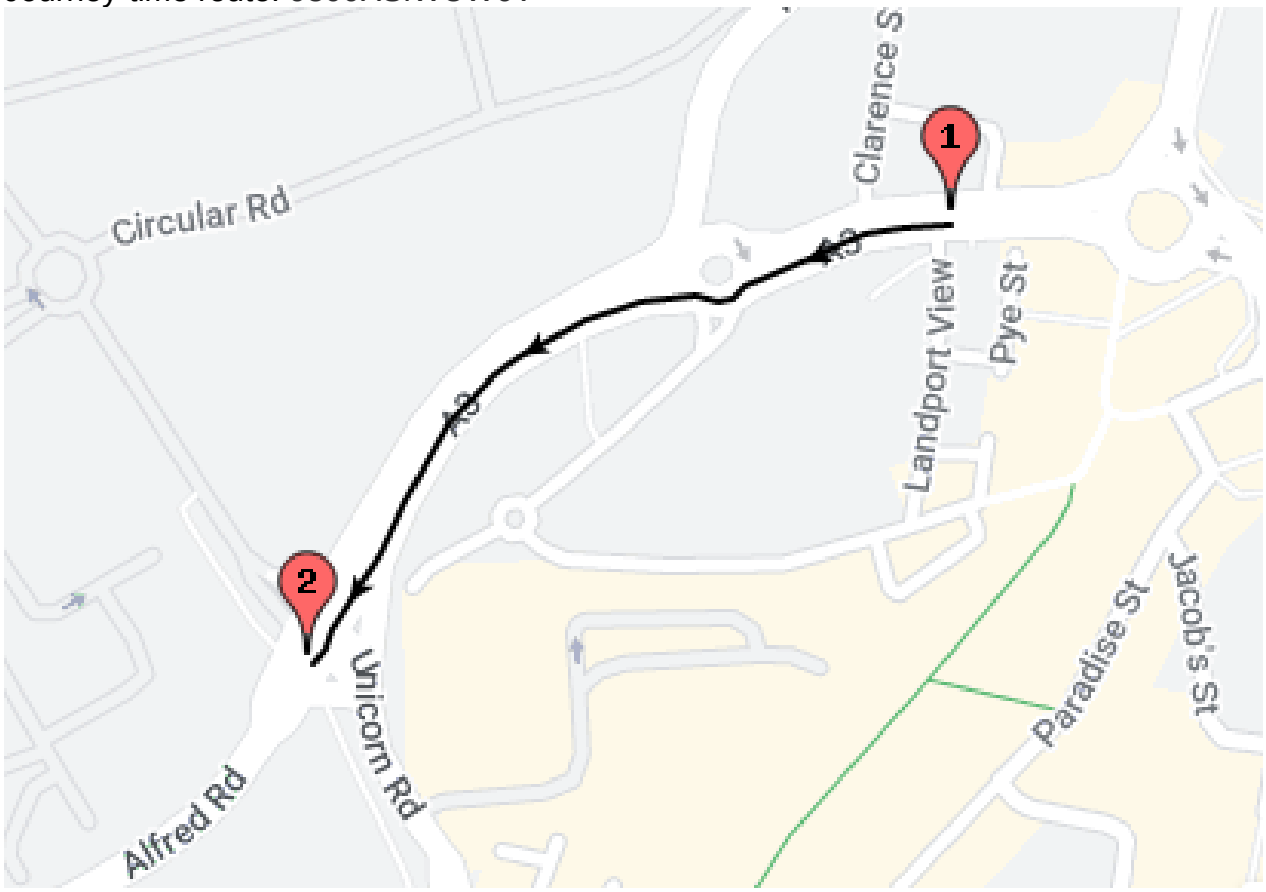
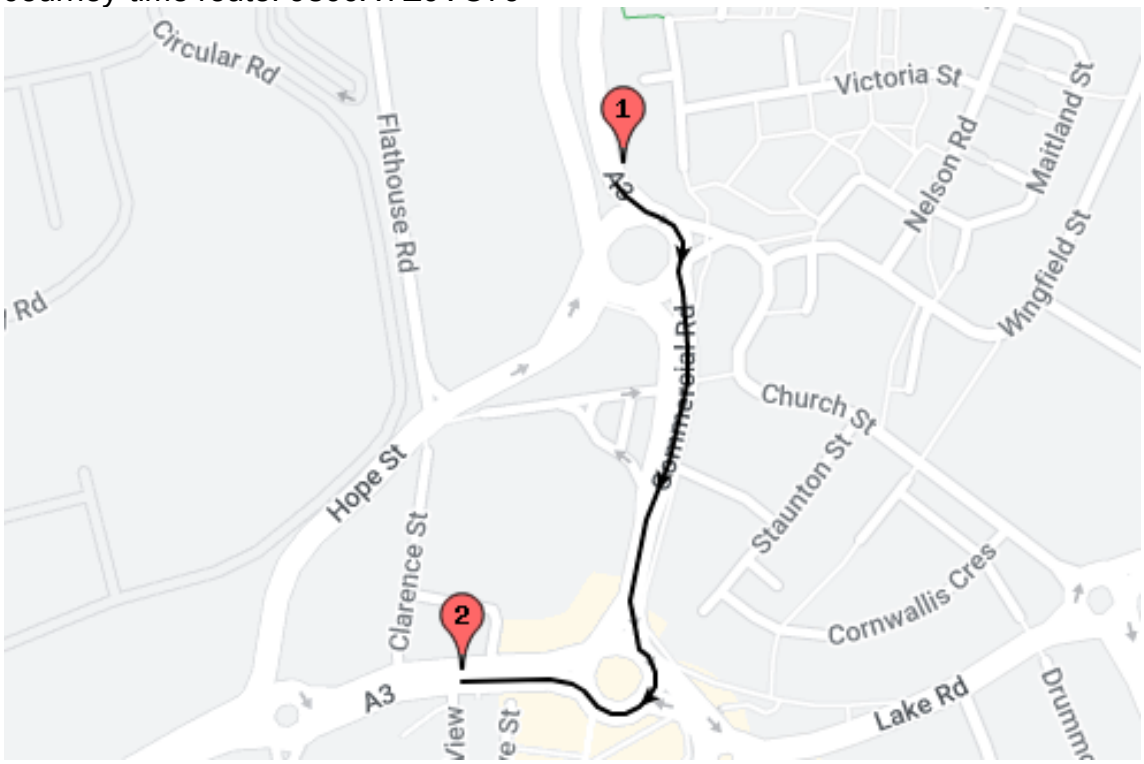


Appendix B

Journey-time route: 9800ZGROCHKO



Journey-time route: 9800XSIWUW6V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