



NOTICE OF MEETING

CABINET MEMBER FOR TRANSPORT

THURSDAY, 12 OCTOBER 2023 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

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

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

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

(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.

AGENDA

- Welcome and Introductions**
- 1 Apologies**
- 2 Declarations of Interest**
- 3 School Streets - Phase 1 - Trial to Permanent Measures (Pages 5 - 40)**

Purpose of Report

The purpose of the report is to provide an overview of the School Streets project to date, summarise the learnings from five trials and the future approach to implementing school streets in Portsmouth.

To seek approval for the proposed permanent School Streets at St Jude's Church of England Primary School and Bramble Infant School and Nursery.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport:

- 1. Approves to proceed with the implementation of permanent School Streets at St Jude's Church of England Primary School.**
- 2. Approves to proceed with the implementation of permanent School Streets at Bramble Infant School and Nursery;**
- 3. Approves to proceed with future school streets trials under an 18-month ETRO (Experimental Traffic Regulation Order).**

4 SEHRT City Centre South - design approval (Pages 41 - 58)

Purpose of Report

To seek approval of the design of the City Centre South project, which is a part of the South East Hampshire Rapid Transit (SEHRT) programme of works.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport approves the City Centre South scheme.

5 Parking Charges on the Seafront East of South Parade Pier (Pages 59 - 78)

Purpose of Report

The report presents the comments and objections made as a result of formal consultation on Traffic Regulation Orders to introduce charging on the seafront east of South Parade Pier for on street parking and Canoe Lake Car Park. This is proposed between the start of November to the end of February when there is currently no charge.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport considers the comments submitted during the consultation and approves:

- 1. The introduction of charging in the on-street parking bays in Southsea Esplanade and Eastney Esplanade, from 1 November to the end of February making the charging all year long. It is further recommended that the charges are the same as during the other months of the year and apply from 8am to 6pm as they do the rest**

of the year.

2. To introduce charging in Canoe Lake Car Park from 1 November to the end of February making the charging all year long. It is further recommended that the charges are the same as during the other months of the year and apply from 8am to 8pm as they do the rest of the year.

6 Residents Parking Programme of Consultation (Pages 79 - 92)

Purpose of Report

To propose a further programme of consultation on residents parking zones.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport approves:

1. That the Residents' Parking Programme of Consultation progresses with 3 work streams as set out in paragraphs 4.4 to 4.5 of this report;
2. That there are rolling programmes around these areas so that a residents parking scheme is agreed in an area, areas around it are then consulted;
3. That the costs of external consultancy are met from the parking reserve;
4. That staffing in the parking permit and suspensions teams are kept under review in anticipation of the increasing number of zones.

7 Speed and Casualty Reduction Measures 2023/24 (Pages 93 - 106)

Purpose of Report

The purpose of the report is to confirm the locations for infrastructure improvement as part of the Casualty and Speed Reduction Local Transport Plan 4 (LTP4) 2023/24 capital implementation programme.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport approves the proposed spend from the Casualty & Speed Reduction Measures budget of £250,000 on the Lower Farlington Road/Havant Road junction scheme.

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.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Transport Cabinet Decision Meeting

Date of meeting: 12 October 2023

Subject: School Streets - Phase 1 - Trial to Permanent Measures

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Natalia Luszczuk, Active Travel Officer

Wards affected: St Thomas, Central Southsea

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to provide an overview of the School Streets project to date, summarise the learnings from five trials and the future approach to implementing school streets in Portsmouth.
- 1.2 To seek approval for the proposed permanent School Streets at St Jude's Church of England Primary School and Bramble Infant School and Nursery.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Approves to proceed with the implementation of permanent School Streets at St Jude's Church of England Primary School;**
- 2.2 **Approves to proceed with the implementation of permanent School Streets at Bramble Infant School and Nursery;**
- 2.3 **Approves to proceed with future school streets trials under an 18 month ETRO (Experimental Traffic Regulation Order).**

3. Background

3.1 School Streets

- 3.1.1 A School Street is a road outside a school that has a restriction on vehicle access at school drop-off and pick-up times. The restriction applies to school and through traffic, at specified times, on weekdays during term time. School Streets are usually piloted for 6 to 18 months using temporary or experimental traffic regulation orders (ETRO) and can be enforced through the presence of a physical barrier, signs, enforcement cameras or a combination of these.
- 3.1.2 Each site is different and requires careful consideration to meet the environmental needs and the project objectives. Careful monitoring is needed before, during and after the trial, to evaluate the impact of the School Street both on the road that is closed, and on the wider area. Engagement with local Councillors, residents, businesses, and the whole school community is recommended, to maximise behaviour change and minimise potential opposition to the changes.
- 3.1.3 School Streets have been shown to have a wide range of benefits to both the school, as well as to the wider community. These include boosting physical and mental health, improved safety, reduced congestion, improved air quality, better concentration in class and a more welcoming and social space around the school gates.

3.2 School Streets in Portsmouth until now

- 3.2.1 The popularity of School Streets increased dramatically during Covid 19 pandemic and in September 2021 two schools, St Jude's Church of England Primary School and Bramble Infant School and Nursery, took part in the Phase 1 trials in Portsmouth. Following that, in May 2022 St John's Cathedral Catholic Primary School, Meon Infant and Meon Junior took part in Phase 2 and in September 2022 Kings Academy College Park took part in Phase 3 of School Streets.
- 3.2.2 The schools took part for a minimum of 7 weeks trials under Temporary Traffic Regulation Order (TTRO) with Bramble and St John's schools prolonging their trials until the end of term that their trial was in.
- 3.2.3 The trials to date have followed the 'steward model'. This requires volunteers from the school and local community to set up and operate the road closures using road signs and light physical barriers at the beginning and end of the school day. Access for residents, essential services and the school is maintained by the stewards.
- 3.2.4 Using this model promotes relationship building between the school and the local community and allows for closer traffic monitoring. However, it relies on people's time and enthusiasm to manage the scheme.



- 3.2.5 Most schools could not continue their trials beyond the initial trial period due to lack of volunteers, sometimes needing support from council officers and Sustrans to complete their trial.
- 3.2.6 Every school had a different steward make up. For example, at:
- St Jude's Church of England School stewards were mainly parents and residents.
 - Bramble Infant School and Nursery, the site manager was the lead steward with parent support.
 - Meon Infant and Meon Junior schools had the most varied stewards made up from school staff, parents, residents, ward Councillors and wider community support including asylum seekers.
 - St John's Cathedral Catholic Primary School stewards were almost exclusively parents, with one ward Councillor joining halfway through the trial. Stewards at St John's Cathedral Catholic Primary School had minimal school involvement due to site manager sickness.
 - Kings Academy College Park closures were facilitated by school staff without any parent or resident involvement. It was mainly the Head Teacher and Deputy Head Teacher who were the stewards, later with some support of Council officers and Sustrans. No parents came forward to volunteer despite repeated calls from the Head Teacher.
- 3.2.7 Free breakfast and after school clubs were offered to parents wishing to volunteer. This was an incentive at St Jude's and St John's Cathedral Catholic Primary Schools which some parents took advantage of.
- 3.2.8 The support for permanent School Streets varied between the schools, however in all schools the majority of survey respondents who participated in post-trial surveys were in favour of the closures remaining in place¹.
- 3.2.9 In 2022/23 work was undertaken to assess the feasibility to make St Jude's and Bramble Infant School and Nursery permanent School Streets as both schools had high levels of support for permanent closures. Initial school and resident engagement took place at both schools in February and March 2023, again showing strong support for creating School Streets. A report was taken to the Cabinet Member for Transport in March 2023, where approval was given to create a School Street around St Jude's Church of England school².
- 3.2.10 Due to the issues with steward recruitment, the Safer Travel Team initiated a School Street model review. Research was undertaken to understand best practice from other Local Authorities, aiming to create a range of models available to use in future trials depending on the school and its location. The findings are attached as Appendix A of this report.

¹ [School Streets and Stomp to School - Wave 3 2022 - Your City, Your Say survey research \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk)

² [FINAL St Judes School Streets permanent infrastructure report - with Legal comment.pdf \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk)

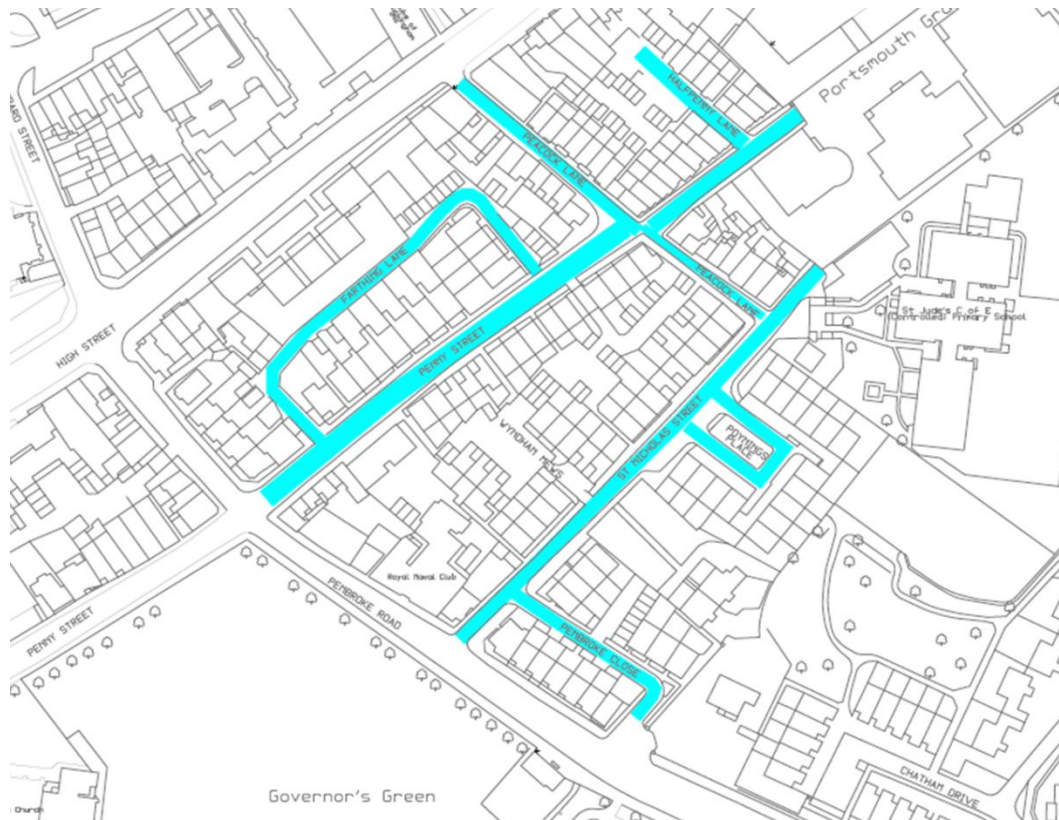
4. School Streets- next steps

4.1 Bramble Infant School and Nursery



- 4.1.1. To install a School Street to Heyward Road, restricting traffic during school drop off and pick up hours, term time only. This will use signage and bollards under ETRO (Experimental Traffic Regulation Order) valid for up to 18 months. Signs will be placed on both sides of Heyward Road at the point of entry from Fawcett Road.
- 4.1.2 To install telescopic bollards on one side of Heyward Road by the junction with Fawcett Road to create partial closure, bollards to act as visible barrier to prevent accidental access by motorised vehicles, and at the same time allow for resident and exemptions entry and exit. It has been agreed with the school that these bollards will be managed by the school.
- 4.1.3 To install advance warning signs on north and south side of Fawcett Road prior turn into Heyward Road. School Street visuals are attached as Appendix C.
- 4.1.4 To install loading bay on Fawcett Road under TRO (Traffic Regulation Order) in front of 151 Halls and Laly's Pharmacy.

4.2 St Jude's Church of England Primary School



- 4.2.2 To install a School Street zone using signage only under ETRO (Experimental Traffic Regulation Order) valid for up to 18 months. Signs to be placed on one side of Pembroke Close, St Nicholas Street and Penny Street at the point of entry from Pembroke Road.
- 4.2.3 To install advance warning signs on east side of Pembroke Road prior right turn into Pembroke Close and on west side of Pembroke Road prior left turn to Penny Street. School Street visuals are attached as Appendix D.

4.3 Future school streets

- 4.3.2 Using the steward model has proven to be unsustainable for schools to manage the trials. This has especially been apparent for the longer Portsmouth trials.
- 4.3.3 Research undertaken by the Safer Travel Team established that other Local Transport Authorities (LTAs) have experienced the same issues with steward recruitment and retention. As a result, other LTAs have started introducing more infrastructure led models with ad hoc steward support. For example, 5 schools streets trials in Norfolk finished early or have been put on hold due to lack of volunteers, Oxford County Council decided that trials will be carried out using

volunteer model, however they opted for use of ANPR cameras for permanent School Streets.

- 4.3.4 Future school streets trials in Portsmouth will be carried for a minimum 18 months under an Experimental Traffic Regulation Order (ETRO), as long-term trials have been proven to be far more effective in influencing travel behaviour change and allowing for changes, ongoing surveying and monitoring.

5 Permits

- 5.1 As part of the permanent school streets and future trials, permits allowing vehicles to enter the school street zone would be available to residents of premises located within the school street zone and their visitors. Permits will be site specific, vehicle specific and time bound.
- 5.2 Some vehicles belonging to identified groups or situations are automatically allowed to drive in school street zone without first obtaining a permit: blue badge holders, emergency services, healthcare workers, utility companies (essential maintenance), refuse collectors, postal services providers and delivery of goods, licensed hire vehicles serving properties within restricted area and home to school transport.
- 5.3 Schools are allowed to grant exception permit to access school street zone to parents and carers (based on individual need) as well as teachers if entry point to teacher parking is within school street.
- 5.4 Vehicles accessing school street zone would be monitored ad hoc and parents breaking the rules reported to the head teacher.
- 5.5 Police would be able to issue tickets for drivers entering school street without valid permit.

6 Reasons for recommendations

- 6.1 Portsmouth City Council has ambition to create more child friendly streets, to increase pupil physical activity which translates directly into pupils' wellbeing. Portsmouth City Council also invests in creating Safer Routes to School and School Streets to make last stretch of their journey to the school gate safer. Over time School Streets benefit the whole area by creating a quieter area around the school, improving air quality by dispersing traffic. Parents have reported enjoying spending time walking with their children instead of rushing and being stuck in traffic.
- 6.2 To ensure the continuing success of school streets, the relationship between the council and the school is key. A school street has tangible benefits but is also a commitment for both council and school resources. The Safer Travel team with

support from Sustrans will continue to support schools as they implement and manage their school street.

- 6.3 Future school street trials will be carried for longer periods of time than previous trials to influence long term behaviour change.
- 6.4 A combination of signs, bollards, cones, planters and stewards (staffed and volunteered) will be considered, a model will be chosen and adapted to meet the needs of the school and the area.
- 6.5 The area around the school to be assessed more holistically for longer term road safety improvements, opportunities for joint work with other projects and availability of other funding streams.

7 Integrated impact assessment

- 7.1 An IIA has been undertaken, and is attached as Appendix B

8 Legal implications

- 8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its 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 Experimental traffic orders (ETRO's) can be made for the same reasons as standard traffic regulation orders, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.
- 8.4 An order may specifically include provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by any specified class of traffic.
- 8.5 There is no statutory requirement to consult before making an ETRO but notice of the order must be given in the prescribed form. Specified documents must also be placed

on deposit. The order cannot come into force until the expiry of 7 days from the date that notice was given.

- 8.6 If it is intended to make the ETRO permanent after the trial period has passed the notice should contain the prescribed statement set out in Schedule 5 of the Local Authorities Traffic Orders Procedure Regulations 1996. A statement of the reasons for making the order will also have to be placed on deposit.
- 8.7 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 8.8 The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
- 8.9 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 8.9.2 The following statements were included in the notice of making 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 objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice]
- 8.9.3 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 accordance with section 10(2) RTRA a statement of the effect of each such modification

8.10 Where the above has been satisfied regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) do not apply.

9 Director of Finance's comments

9.1 The cost of the existing trials and any future trials will be funded through the Emergency Active Travel Fund awarded by the Department of Transport.

9.2 The cost of funding the installation of permanent School Streets will be met from an allocation in the Local Transport Plan 4, approved by the City Council in February 2023.

.....
Signed by:

Appendices:

- Appendix A School Streets options report
- Appendix B Integrated Impact Assessment for St Jude's Church of England and Bramble Infant School and Nursery
- Appendix C School Streets, visual proposal for Bramble Infant and Nursery
- Appendix D School Streets, visual proposal for St Jude's Church of England Primary School

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

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

Title of document	Location

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

.....
Signed by:

This page is intentionally left blank

School Streets options

This supplementary information has been collated to show school street options available for the future trials and permanent school streets as well as the requirements for the schools wishing to take part in trials. School Street model used will be chosen and adapted to meet the needs of the school and the area.

1. School role

To be considered for a school street, the applying schools would need to commit to working with the council on improving their pupils' active travel. Schools would need to monitor pupils travel on quarterly basis, conduct parent surveys to find out more about their school run and their needs, engage pupils in road safety lessons, walk to school challenges and commit to an increase in Bikeability training uptake. The council officers will work closely with the school to create a tailored plan with steps to take towards more parent and pupil engagement and to influence long term behaviour change.

2. Types of school streets

2.1 Steward model

This model requires a lead steward to be the main force and point of contact. It relies on people being committed, consistent and wishing to be involved long term but for short periods of time. Schools offering breakfast club or after school club to pupils free of charge to parents who steward is a good incentive.

The steward model requires little to set up; a combination of cones, barriers and temporary signs are the most common. If barriers are a fair distance from the school, transporting signs and barriers may be challenging for stewards. This was the case at St Jude's and St John's schools.

Stewards can be paid and unpaid - an unpaid model is the most common, however stewards are paid in East Sussex and lead stewards are paid in Oxford and Bournemouth, Christchurch and Poole (BCP).

This model can be time consuming due to the need for ongoing recruitment, reinforcing messages to parents and residents. Many parents and residents are weary of stewarding and concerned with potential abusive language from other parents or members of the public. The steward training provided by Sustrans addresses these areas of concern. In addition, the need for 2 stewards per barrier especially during the initial weeks significantly impacts schools which have more than one closure point e.g. St Jude's School CoE Primary School.

Kings Academy College Park trial ended after 7 weeks due to their inability to recruit volunteers. Similarly, Meon schools trial ended after 8 weeks due to issues with the steward rota and the school needing to fill the gaps at the last minute.

Other local authorities have experienced the same issues with 5 schools streets trials in Norfolk finishing or being put on hold due to lack of volunteers. Oxford County Council trials have been carried out using a volunteer model, however they opted for use of ANPR cameras for permanent School Streets.

Below are some images and examples of the steward model, with a combination of cones, barriers and temporary signs.



Bramble Infant and Nursery School



St John's Cathedral Catholic Primary School



Meon Infant and Meon Junior



Robert Kett Primary, Wymondham, Norfolk

2.2 Physical infrastructure

There are various ways to create School Streets using temporary or permanent equipment or infrastructure, via a combination of signs, removable barriers, removable bollards, planters and build outs.

For the reasons noted above, many Local Authorities have improved their School Streets using infrastructure interventions. It is important to note that until 2023 camera enforcement was available only in Greater London and Wales. As such, a variety of alternatives have been developed across England and Scotland.

It should be noted that camera enforcement is not always used by local authorities who are able to use them, for example Westminster City Council has both ANPR and non-ANPR school streets in operation. In the long term it is anticipated that ANPR camera

enforcement will become more common, and Oxford County Council has already taken steps towards this.

2.2.1 Signs only

Signage installed at each entry point of the timed road closure. Considerable engagement with the school and local community ahead of the launch is crucial, with reliance on community buy-in and self policing, achieves on average 80% compliance, no enforcement unless police or parking enforcement officers are present.

Some London councils commenced their School Streets without camera enforcement and upgrade to ANPR if compliance is too low.

Newcastle was the first local authority to trial School Streets with no stewards or barriers from the outset. Instead, they use a signs only approach with cameras which monitor, but do not enforce traffic. The pilot school benefitted from over 140 hours of Sustrans-led engagement which included assemblies, workshops, Sustrans Big Street Survey, cycling lessons in and out of school times, pop-ups, Councillor Walkabouts, leaflets and Commonplace online mapping tool. The scheme saw a reduction of 51% vehicle movements in the School Street zone, 41% increase in people cycling in the zone and 5% increase in pedestrians. The scheme also has strong support from the Police, who reported that it has made the area feel safer.

Below are some images and examples of the signs only model.



Ark Atwood Academy Primary School,
Westminster



Newcastle

2.2.2 Bollards

Removable bollards can be used in addition to signs to create a full or partial closure. Depending on the area foldable or telescopic bollards are used. Half closure allows residents and exemptions to access; however, it acts as a visible barrier preventing accidental access. Bollards can also be used to allow 'access only' but prevent through traffic. Examples are outlined below.



Whipton Barton Infant and Nursery School, Devon-School Street in operation and bollards at other times



St John's Primary and Nursery School, Southampton

2.2.3 Signs and planters

Many local authorities use planters to narrow the road to make a School Street more visible. Planters bring additional greenery to the street and allow pupils, residents, and local groups to get involved in maintaining them. Planters mostly have School Street signs built in, but this is not mandatory. Additional space on the planter allows installation of other signs and indicates that the road is open to non-motorised vehicles.

Some local authorities use foldable signs, however officers report that the requirement of folding/unfolding at the start and end of term can be an issue for schools and the council.



Worcester Primary School, Enfield-planters with foldable signs



Stansted Primary and Nursery School, Nottingham-free standing planters



Planter with LTN sign Credit: Living Streets

2.2.4 Use of multiple options

Many schools use a combination of options available which emphasises the School Street being in operation and ensures compliance. In many cases they include steward operating retractable barriers as outlined in the examples below.



Chase Side Primary School, Enfield



Abbeyfield Primary Academy, Sheffield

2.2.5 Temporary barriers

At times barriers are used to restrict the traffic, in most cases they are light and easily removable barriers, often used as a temporary measure during shorter trials or before introducing other options.



St Luke's Primary School, Brighton



Nether Edge Primary School, Sheffield

2.2.6 Gates/ swing gates

In Brighton two School Streets were installed using a permanent swing gate. Barriers and signage are moved into place, with no stewards in place to enforce closure. This model may be suitable for low traffic roads with no need for resident or exempt persons access. It also requires wide roads or pavements so that the barrier does not block the footway or carriageway at other times. The barriers are used widely in cities in France and Belgium.



Brunswick Primary School, Brighton



Montpellier, France

2.2.7 Camera enforcement (ANPR)

Most School Streets in London use camera enforcement; sometimes enforcement comes in later to improve compliance. It is a considerably more expensive option than other School Streets models, however the fines can often cover some or all of the ongoing cost.

With powers given to Local Authorities in England, it is anticipated that there will be more camera enforced School Streets in place over the next few years. Oxford County Council has already applied for these powers, as they feel that the camera enforcement is more suitable for permanent School Streets than steward model used for trials.



Acland Burghley School, Camden, London



Hanover Primary School, Islington, London

2.3 Additional options

2.3.1 Highlighting children presence

There are a variety of options to highlight children presence in the area. These which are used to raise driver awareness, slow the traffic, direct children towards preferred routes and make the area nice place to be in. Pencil bollards especially are an attractive and inexpensive addition for making a School Zone stand out.



Francis Street School, Dublin

The changes made by Valentine Primary School in Sholing, Southampton over last few years is a great example of improvements to make junction by the school safer and more attractive. These are outlined in the images below.



Starting point in 2017



Continuous pavement in 2019



Further safety measures and area improvements in 2021

2.3.2 Thermoplastics

Colourful pavements, crossings and junctions can make an area to stand out more. In the UK they are mostly used at pedestrian crossings or pedestrianised areas, but in the USA also to mark intersections. In Brussels some of the school streets are painted with red squares making them to stand out.



Walthamstow Healthy Streets, Southwark, London - by a children's play area



Duisburg Way, Portsmouth



Durham, North Carolina, USA -
intersection by the school



School Street, Brussels, Belgium

2.3.3 Placemaking

Placemaking around schools can make the area safer and more attractive, which will help to encourage behaviour change and modal shift. Enhancements can include: continuous footways, new or upgraded crossings, traffic calming, resurfacing, cycle lanes, seating for parents, shelter for waiting parents, light-touch play (hopscotch), art, bike / scooter storage, planting, hanging baskets, trees and rain gardens (SUDS).

In Brussels, the city reviewed a whole area which has 6 schools and 3 nurseries. They plan to make infrastructure changes to the whole quarter - the 'Schools Quarter'; to improve child safety and air quality by enabling and encouraging more active travel.



Brunswick Primary School, Brighton-
traffic filtering



Haverstock School, Chalk Farm, London-
continuous pavement

This page is intentionally left blank

Bramble School

Heyward Road



Signs for School Streets/Pedestrian and cycle zone are placed either side of the entrance to Heyward Road with new bollards on the north side.

Fawcett Road (North-South)



Fawcett Road (South-North)



No vehicular access sign visible to oncoming traffic placed before the turn into Heyward Road.

All images used are for illustrative purposes only. The height of the signage may not reflect the actual height. The size and position of signs and bollards is approximate.

This page is intentionally left blank

St Jude's School

Penny Street



School Street/Pedestrian and cycle zone sign is placed on the right-hand side of the entrance to Penny Street.

Peacock Lane



Pedestrian and cycle zone ends sign is placed on the right-hand side at the exit of Peacock Lane.

All images used are for illustrative purposes only. The height of the signage may not reflect the actual height. The size and position of signs is approximate and subject to change.

St Jude's School



School Street/Pedestrian and cycle zone sign is placed on the right-hand side of the entrance to St Nicholas Street.



School Street/Pedestrian and cycle zone sign is placed on the right-hand side of the entrance to Pembroke Close.

All images used are for illustrative purposes only. The height of the signage may not reflect the actual height. The size and position of signs is approximate and subject to change.

St Jude's School

Pembroke Road, by Penny Street



Advance warning sign visible to oncoming traffic before the left turn into Penny Street.

Pembroke Road, by Pembroke Close



Advance warning sign visible to oncoming traffic before the right turn into Pembroke Close.

All images used are for illustrative purposes only. The height of the signage may not reflect the actual height. The size and position of signs is approximate and subject to change.



This page is intentionally left blank

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:

Safer Travel

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

St Jude's CoE Primary School- filtered Permeability - Penny Lane, St Nicholas St, Pembroke Cl.
Bramble Infant and Nursery- filtered permeability- Heyward Road

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.

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

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 Luszczuk - Safer Travel Team

This IIA has been approved by:

Contact number:

Date:

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 12 October 2023

Subject: South East Hampshire Rapid Transit City Centre South - design approval

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Barnaby Fry, Principal Project Manager

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To seek approval of the design of the City Centre South project, which is part of the South East Hampshire Rapid Transit (SEHRT) programme of works.

2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Transport approves the City Centre South scheme.**

3. Background

- 3.1. The Council has several obligations to improve the city's public transport provision and active travel network. These obligations are set out in various strategies, plans and initiatives such as the Portsmouth Transport Strategy¹, (Local Transport Plan 4), Local Cycling and Walking Infrastructure Plan (LCWIP)² and Clean Air Zones (CAZ)³.

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

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

³ [Home - Cleaner Air Portsmouth](#)



- 3.2. In September 2020, £55 million from the Transforming Cities Fund (TCF) was awarded across the South East Hampshire area, with the City of Portsmouth successfully awarded just over £26 million to improve connectivity and increase productivity via better walking, cycling, and public transport links.
- 3.3. The TCF is funding the South East Hampshire Rapid Transport (SEHRT) scheme, which seeks to improve public transport provision and journey times across the Solent region. SEHRT focusses on enhancing existing public transport services through new and improved bus priority routes making traveling by bus a more attractive option. This programme of improvements delivers a network of rapid transit routes to help get people to key employment, educational, and leisure areas. This is to be achieved through consistent bus journey times which will connect with rail and ferry services to create an integrated transport system across South East Hampshire.
- 3.4. City Centre South, one of the nine SEHRT schemes in Portsmouth, aims to improve bus reliability in the area between Commercial Road and Guildhall Square. In addition, the scheme aims to improve cyclist and pedestrian safety in the area.
- 3.5. The scheme is split into two parts:
- Station Road crossroads
 - Isambard Brunel Road widening and crossing

Station Road

- 3.6. The current arrangement of the roundabout has no formal control. Two of the arms have courtesy crossings, on another a heavily used zebra and the last an informal crossing. There is no way to control their use, and as such general traffic and buses can experience delay.
- 3.7. The design changes the current roundabout to a signalised crossing, including formal crossings on all 4 arms of the junction.

Isambard Brunel Road

- 3.8. The current bend in the road, south of Portsmouth and Southsea station, presents issues for all road users. The design seeks to remove this pinch point by allowing two-way traffic. To improve pedestrian safety, a signalised crossing point will also be included.



- 3.9. Details of the design can be found in Appendix A.

Scheme benefits

- 3.10. Both parts of this scheme offer the ability to manage pedestrian usage and prioritise bus movements, given that the signals can be linked. In addition, bus detectors can be used to further manage the movements throughout the area. The scheme offers journey time savings and reliability across a major section of the city centre. This scheme is part of the wider improvement which will benefit bus routes from Winston Churchill Ave to Commercial Road.
- 3.11. As well as benefits to buses, the scheme allows for safer crossing facilities for pedestrians. The improved pedestrian environment will also contribute to better air quality in city centre.

Landscaping

- 3.12. The scheme originally envisaged the loss of two trees. Consultation was made with both the Council's qualified Arboricultural Officer and the voluntary group of Portsmouth and Southsea Tree Wardens. It was felt that the mature tree, *Ailanthus altissima* (Tree of Heaven) located to the east of the pinch point in Isambard Brunel Road, should be retained. This will involve some modest re-design of part of the widening, which will take place this autumn.
- 3.13. This means that only one tree will be removed, *Acer platanoides* (Norway Maple) to allow for the construction of the new loading bay. Unfortunately, this tree (along with its neighbour) has recently been subject to vandalism, which means its life expectancy has already been significantly reduced.
- 3.14. New landscaping is proposed along the southwest and southeast corners of the crossroads. This will include planting of herbaceous species, ornamental grasses and shrubs.

TRO status

- 3.15. A Traffic Regulation Order (TRO) for the relocation of the loading bay from its existing location to an area to the south was progressed (see Appendix A for more details of the location). Following a consultation period, no objections were made. As such, the TRO is expected to be sealed in the next few weeks.



4. Reasons for recommendations

- 4.1 This scheme is part of the "City Centre Project" package of works that Alun Griffiths Construction Ltd. has started on 11 September 2023 (the other elements are City Centre North and Lake Road). This element of the works is not scheduled to start until January 2024.
- 4.2 Approval of the design of this scheme will allow construction to progress as planned without any negative commercial implications.
- 4.3 Once the scheme is delivered, there are many benefits that would be realised, principally around improvements in bus journey reliability (see 3.10 and 3.11 above). Implementation of the scheme is supported by the local bus companies. Its delivery, along with the rest of the SEHRT programme, will unlock match funding investment from the bus companies.

5. Integrated impact assessment

- 5.1 An integrated impact assessment has been completed and is published alongside this report in Appendix B.

6. Legal implications

- 6.1 There are no specific legal implications from the recommendation in this report.
- 6.2 City Centre South scheme is part of a wider South East Hampshire Rapid Transit package of works, which is being funded by TCF. Therefore, the scheme needs to be in compliance with the relevant funding bid proposal (as may have been amended and agreed with the Government) and terms of the grant agreement with the Council.

7. Director of Finance's comments

- 7.1 The costs of works on Station Road and Isambard Brunel Road will be funded from the South East Hampshire Rapid Transit (SEHRT) budget in the capital programme approved by Full Council on 28th February 2023. These schemes are funded entirely by external grant awarded by the Department of Transport.



- 7.2 Construction is expected to complete by April 2024. A change control form was submitted to the DfT on 8th September seeking authority to roll SEHRT grant funding to the 2024/2025 financial year.

.....
Signed by:
Kerri Farnsworth, Interim Director of Regeneration

Appendices:

- Appendix A: General arrangement drawing (49904_2002_0100)
- 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
The Portsmouth Transport Strategy 2021 - 2038	Portsmouth Transport Strategy 2021-2038
Local Cycling and Walking Infrastructure Plan 2020-2023	74.463 LCWIP Plan Accessible.pdf (portsmouth.gov.uk)
Cycle infrastructure design (LTN 1/20)	Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

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

.....
Signed by:

Cabinet Member for Transport

Appendix A: General arrangement drawing (49904_2002_0100) (separate document)

Appendix B: Integrated Impact Assessment

Form name	Integrated Impact Assessment
Reference	IA522805685
Date	22/08/2023



Policy details

Request date	22/08/2023 11:20
Directorate	PCC Regeneration
Service	Infrastructure - Major Projects
Title of policy, service, function	SEHRT City Centre South
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	<p>The aim is to introduce a bus-only route and improve the area for walking, cycling and public transport. Surrounding footpaths will also be improved to link with the Fratton to Portsmouth Guildhall walking route.</p> <p>To improve this area of the city we are proposing to:</p> <p>Modify the road layout on Isambard Brunel Road to allow a two-way traffic flow for buses and taxis Replace the mini roundabout with a crossroads traffic light junction, with controlled pedestrian crossings. Add a new controlled pedestrian crossing on Isambard Brunel Road, near to Guildhall Square</p>
Has any consultation been undertaken for this proposal?	No

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

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>It is providing better accessibility through installation of walking and cycling facilities in line with the accessibility requirements (New pedestrian crossings, designated cycle tracks and new pedestrian footways). Provide better access for people using mobility scooters/wheelchairs or partially sighted/blind groups.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>HIVE / Society for Blind as well as through public consultation with residents and stakeholders.</p>

How are you going to review the policy, service, project or strategy, how often and who will be responsible?	N/A
--	-----

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

This section is not applicable to my policy	
---	--

Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>This project supports the following corporate priorities:</p> <ul style="list-style-type: none"> • Make Portsmouth a city that works together, enabling communities to thrive and people to live healthy, safe and independent lives. • Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work, visit.
---	---

	<ul style="list-style-type: none"> • Make our city cleaner, safer and greener. • Make Portsmouth a great place to live, learn and play, so our children and young people are safe, healthy and positive about their futures. • Make sure our council is a caring, competent and collaborative organisation that puts people at heart of everything that we do. Better cycle connectivity will hopefully encourage more people to cycle to their destinations.
How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.

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

This section is not applicable to my policy	
---	--

Carbon emissions - will it reduce carbon emissions?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Adding a lane will contribute to Improving bus journey times will encourage people to use public transport more and reduce the use of cars. Allowing buses to use a separate link will remove them from general traffic meaning less delays.
How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.

Energy use - will it reduce energy use?

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

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	
---	--

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

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

Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Improving the cycling routes in the south of the city centre by widening the carriageway, to give more space for cyclists, add another lane to avoid delays on bus journey times and adding a crossing to encourage people to walk, use public transport will play a role in enhancing the air quality.
---	---

How are you going to measure/check the impact of your proposal?	Feedback from residents, cyclists and bus companies.
---	--

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Improved cycle connectivity ensures they have safe ways to get to where they are going. The proposed crossing will give priority to pedestrians to ensure they safely get from point A to B, especially that's its an area that is heavily congested with students. Adding an extra lane will improve the cycling facilities giving more confidence for road users to use public transport.
How are you going to measure/check the impact of your proposal?	Feedback from residents, cyclists and cycle forum.

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

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

Culture and heritage - will it promote, protect and enhance our culture and heritage?

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

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

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

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

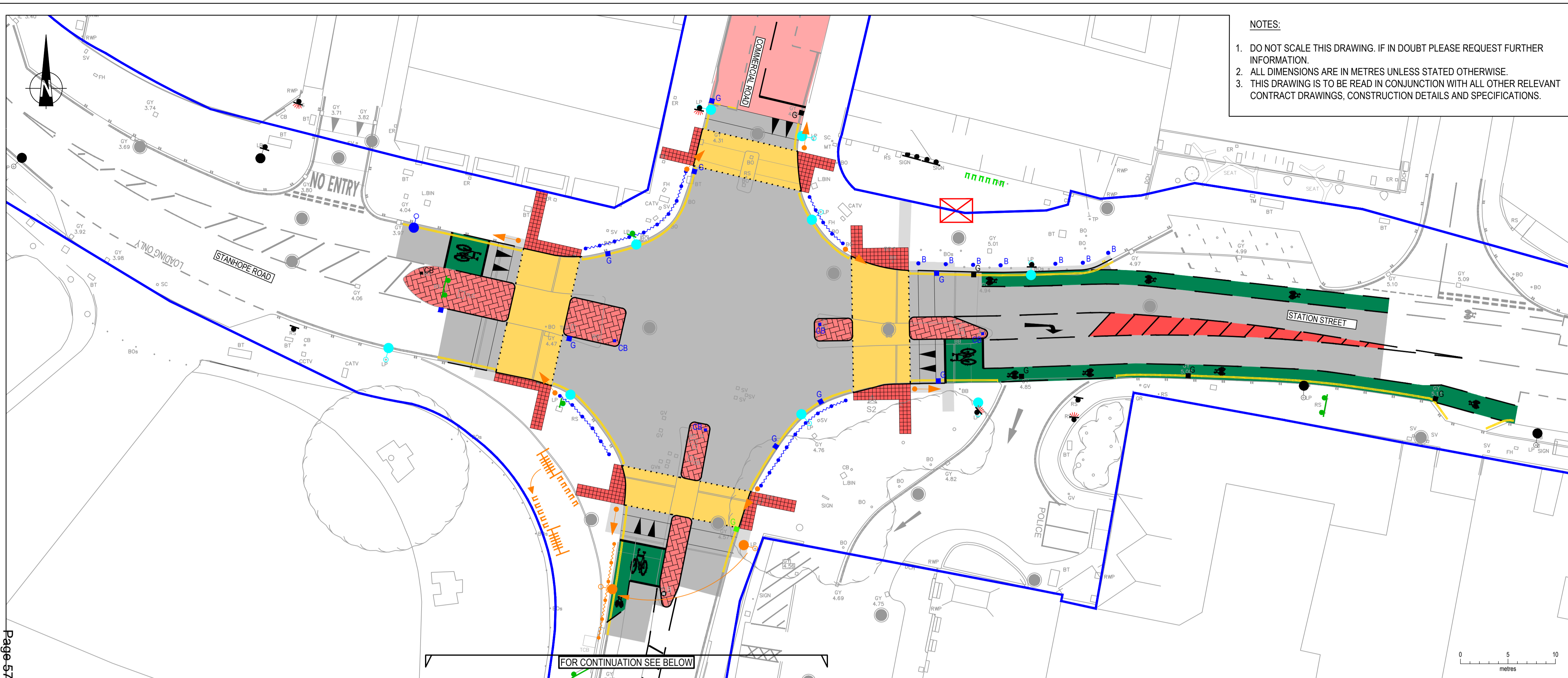
<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Better connect our communities and travel to work areas. Drive up productivity and support economic growth by improving access to employment and training</p>
<p>How are you going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

Social value

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

Involvement

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

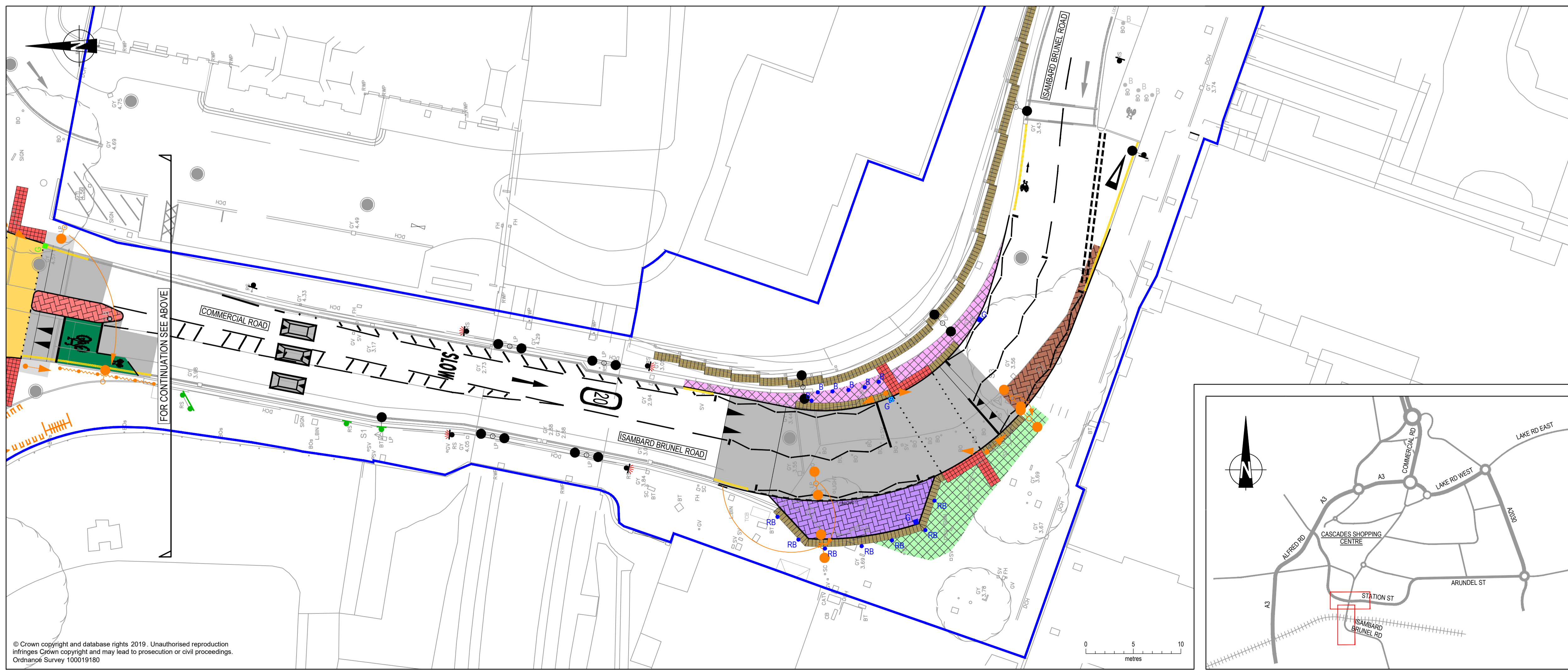


NOTES:

- DO NOT SCALE THIS DRAWING. IF IN DOUBT PLEASE REQUEST FURTHER INFORMATION.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT CONTRACT DRAWINGS, CONSTRUCTION DETAILS AND SPECIFICATIONS.

- KEY:**
- GENERAL**
- SITE BOUNDARY
 - PROPOSED KERB
 - PROPOSED ROAD MARKINGS
 - EXISTING BUS LANE
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - EXISTING FOOTWAY TO BE REGRADED TO SUIT DROPPED CROSSING
 - PROPOSED ISLAND (RED BLOCK PAVING)
 - PROPOSED CYCLE LANE (GREEN SURFACE DRESSING)
 - PROPOSED ASPHALT WITH YELLOW SURFACE DRESSING
 - PROPOSED ASPHALT WITH RED SURFACE DRESSING
 - PROPOSED BLOCK PAVING TO MATCH EXISTING
 - PROPOSED LOADING BAY BLOCK PAVING
 - PROPOSED FOOTWAY BAND OF 100mm X 100mm GRANITE SETTS
 - PROPOSED FOOTWAY PAVING
 - PROPOSED FOOTWAY PAVING (FULL DEPTH)
 - EXISTING WARNING PAVING TO REMAIN
 - PROPOSED TACTILE PAVING
 - PROPOSED CORDUROY PAVING
 - PROPOSED SPEED HUMP REFER TO SD49904_2002_SD01
 - PROPOSED HISTORIC BUS INSPECTORS KIOSK - SUBJECT TO PLANNING PERMISSION (NOT PART OF CCS SCHEME)
 - EXISTING FENCE TO REMAIN
 - PROPOSED FENCE TO BE INSTALLED
 - RELOCATED METAL FENCE
 - PROPOSED BOLLARD REFER TO SD49904_2002_SD03
 - PROPOSED REMOVABLE BOLLARD REFER TO SD49904_2002_SD03
- DRAINAGE**
- EXISTING GULLY TO REMAIN
 - EXISTING GULLY TO BE REBUILT TO SUIT PROPOSED SURFACE LEVELS
 - PROPOSED GULLY TO BE INSTALLED
 - EXISTING CHAMBER/MANHOLE
- SIGNAGE**
- EXISTING SIGN TO REMAIN
 - EXISTING ILLUMINATED SIGN TO REMAIN
 - EXISTING SIGN TO BE RELOCATED
 - EXISTING SIGN TO BE REMOVED AND REPLACED
 - EXISTING COLLAPSIBLE BOLLARD TO REMAIN
 - PROPOSED SIGN POST
 - PROPOSED COLLAPSIBLE BOLLARD
 - PROPOSED ILLUMINATED BOLLARD
- STREET LIGHTING**
- EXISTING LIGHTING COLUMN TO REMAIN
 - EXISTING LIGHTING COLUMN TO BE RELOCATED
 - EXISTING LIGHTING COLUMN TO REMAIN LUMINAIRE TO CHANGE
 - PROPOSED LIGHTING COLUMN LOCATION
 - PROPOSED TRAFFIC SIGNAL
 - BIKE STAND TO BE RELOCATED
 - BIKE STAND TO BE RETAINED

Page 57



P04	FOR PRICING	19.04.23	ENO	GR	GR
P03	RESPONSE TO PCC COMMENTS	06.01.23	RG	SH	GR
P02	WORKSHOP 2	14.11.22	RG	LC	GR
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR PRICING

**PORTSMOUTH TCF SCHEMES
 CITY CENTRE SOUTH
 PROPOSED GENERAL ARRANGEMENT**

Client

Griffiths
civil engineering and construction

Stantec

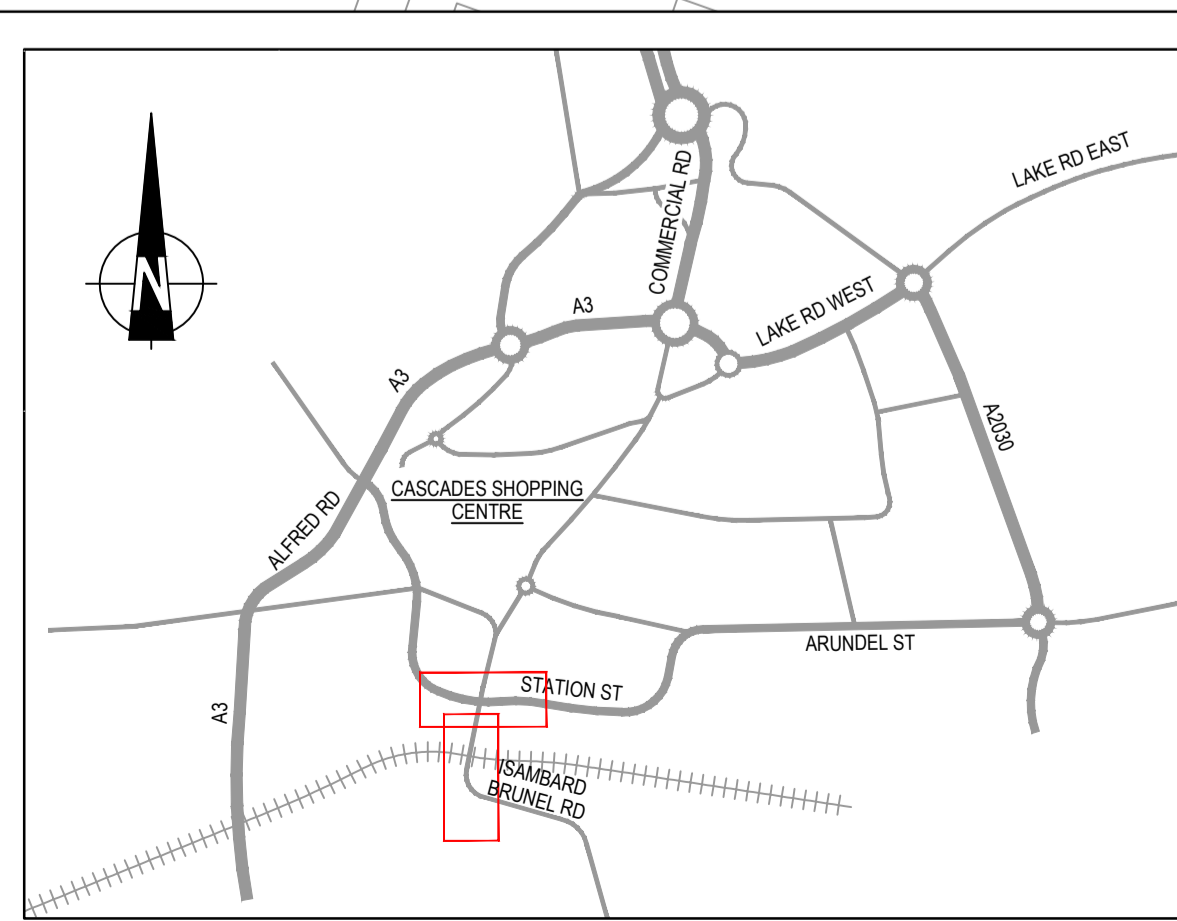
stantec.com/uk

Date of 1st Issue: 18.08.22 | Designed: SB | Drawn: RG

A1 Scale: 1:250 | Checked: SB | Approved: GR

Drawing Number: 49904/2002/0100 | Revision: P04

READING
Tel: 01189 500 761



This page is intentionally left blank



Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 12 October 2023

Subject: Parking Charges on the Seafront East of South Parade Pier

Report by: Kerri Farnsworth, Interim Director Regeneration

Report Author: Kevin McKee, Parking Manager

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 This report presents the comments and objections made as a result of formal consultation on Traffic Regulation Orders to introduce charging on the seafront east of South Parade Pier for on street parking and Canoe Lake Car Park. This is proposed between the start of November to the end of February when there is currently no charge.

2. Recommendations

It is recommended that the Cabinet Member for Transport considers the comments submitted during the consultation and approves :

- 2.1 **The introduction of charging in the on-street parking bays in Southsea Esplanade and Eastney Esplanade, from 1 November to the end of February making the charging all year long. It is further recommended that the charges are the same as during the other months of the year and apply from 8am to 6pm as they do the rest of the year.**
- 2.2 **To introduce charging in Canoe Lake Car Park from 1 November to the end of February making the charging all year long . It is further recommended that the charges are the same as during the other months of the year and apply from 8am to 8pm as they do the rest of the year.**

3. Background



- 3.1 There is currently no charge for parking on the seafront east of South Parade Pier between 1 November and the end of February. However, west of South Parade Pier charges apply all year round.
- 3.2 When the weather is good or there is an event, a high parking demand is generated and there is an imbalance with vehicles concentrating on the eastern side of the seafront and the western side generally sparsely used.
- 3.3 The proposal to introduce charging in the on-street parking was publicised under TRO 256/2023 and the proposed change to on Canoe Lake car park was under TRO 257/2023. The Notices of Intent were published in the Portsmouth News on 11 August and street notices were also erected in the areas affected. The public were invited to send in comments or objections by 1 September 2023.
- 3.4 The public notices are included in Appendices A and B and the comments received in Appendices C and D of this report.

4. Reasons for recommendations

- 4.1 To address the issue of the mismatch between the two adjacent areas of the seafront the option of charging a different off-peak tariff was considered. However, a more complicated tariff structure can confuse drivers and it is recommended that there is a clear all year tariff at each location.
- 4.2 Furthermore the council wants to promote cleaner air and to encourage people to use other forms of mobility, like walking and cycling and using public transport. Free parking does not make people reconsider their choice of transport.
- 4.3 There were 6 objections to the proposal for on street charges and 4 objections to the proposal for Canoe Lake Car Park. It is important to consider the comments made by each objector, and they are reproduced and redacted in in the appendices C and D of this report.
- 4.4 One of the main themes of the objections is that the charges would impact particularly on local residents who enjoy the seafront when it is less busy and may prevent them visiting. They consider these visits important for mental health and physical fitness. There are some concerns that the charges could push people into parking in nearby residential roads. It is also suggested that the charges could encourage people to go to other seafront locations and affect local businesses.
- 4.5 The City Council's adopted Local Transport Plan (LTP 4)¹ seeks to encourage people to consider alternatives to the car and to use of healthy forms of transport , walk and cycling and public transport instead. A number of the

¹ [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)



objectors are from Southsea and are in walking or cycling distance of the seafront. Accessing the seafront without using a car would improve their physical fitness and potentially boost their mental state. Fewer short journeys by car would also help improve air quality. The City Council is constantly improving the walking and cycling infrastructure to support this change.

- 4.6 If the proposal is approved, free parking would remain on St Helen's Parade and Eastern Parade for up to 3 hours. This parking provides access to main of the businesses on this part of the seafront. In both locations Blue Badge Holders would be able to park for free and without time limit.
- 4.7 It is recommended that to support the objectives of the Councils Local Transport Plan 4 and to address the mismatch between charging on the different areas of the seafront that the charges are introduced as proposed in the advertised Traffic Regulation Orders (TROs).

5. Integrated Impact Assessment

- 5.1 Please see the attached IIA that is outlined in appendix E of this report.

6. Legal implications

- 6.1 The council, as traffic authority for the City of Portsmouth, may by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places.
- 6.2 In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- (a) the need for maintaining the free flow of traffic
 - (b) the need for maintaining reasonable access to premises and
 - (c) the extent to which off-street parking accommodation is available in the neighbourhood
- 6.3 A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order, and may charge for such parking as prescribed under section 46. Such Orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.



- 6.4 A proposed traffic order must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1 The introduction of Off-Street charging in Canoe Lake Car Park and On Street charging along Eastney Esplanade between November and February was put forward as an Indicative Budget Saving in Portsmouth City Council's Budget for 2023/24 agreed by Full Council on 28th February 2023.
- 7.2 Should the recommendations in this report not be approved it will be necessary for the Council to seek alternative saving opportunities.

.....
Signed by:

Appendices:

- Appendix A - TRO 256/2023 public notice
- Appendix B - TRO 257/2023 public notice
- Appendix C - consultation responses received as part of TRO 256/2023
- Appendix D - consultation responses received as part of TRO 257/2023
- Appendix E - IIA

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

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

Title of document	Location

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

.....
Signed by:

Appendix A

THE PORTSMOUTH CITY COUNCIL (EASTNEY ESPLANADE) (PARKING PLACES) (AMENDMENT) (NO. 256) ORDER 2023

1. Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be:
 - a) To extend the days on which parking charges apply on the "Pay & Display" parking places on Eastney Esplanade and Southsea Esplanade from 1 March - 31 October to all year round, As detailed in the Schedule below. The tariff would be unchanged and charging hours would remain at 8am - 6pm.
2. Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
3. Persons wishing to object to or make other representations with regard to these proposals must do so in writing, stating the grounds on which they are made. Representations must be sent to TROteam@portsmouthcc.gov.uk or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 256/2023 within 21 days of the date of this Notice (i.e. by **1 September 2023**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

11 August 2023

Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

SCHEDULE

AREA OF HIGHWAY DESIGNATED AS A PARKING PLACE
<p>EASTNEY ESPLANADE The southeast side;</p> <p>(a) from a point 67.3 metres south-west of its junction with Henderson Road in a south-westerly direction for a distance of 119 metres</p> <p>(b) from a point 200 metres south-west of its junction with Henderson Road in a south-westerly direction for a distance of 449 metres</p> <p>(c) from a point 204 metres north-east of the projected east side of St George's Road in a north-easterly direction for a distance of 277 metres</p> <p>(d) from a point 95 metres north-east of the projected east side of St George's Road in a north-easterly direction for a distance of 88 metres</p>
<p>SOUTHSEA ESPLANADE The south side;</p> <p>(a) from a point 45 metres west of a point opposite the centre line of St George's Road to a point 209 metres west of that junction</p> <p>(b) from a point 218 metres west of the projected centre line of St George's Road to a point 430 metres west of that junction</p> <p>(c) from a point 24 metres east of the projected east side of The Ocean At The End Of The Lane in an easterly direction for a distance of 497 metres</p>

Appendix B

THE PORTSMOUTH CITY COUNCIL (SEAFRONT, CANOE LAKE CAR PARK) (AMENDMENT) (NO. 257) ORDER 2023

4. Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be:
 - b) To extend the days on which parking charges apply in Seafont, Canoe Lake Car Park from 1 March - 31 October to all year round. The tariff will be unchanged, and the charging hours will remain at 8am - 8pm
5. Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
6. Persons wishing to object to or make other representations with regard to these proposals must do so in writing, stating the grounds on which they are made. Representations must be sent to TROteam@portsmouthcc.gov.uk or by post to TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 257/2023 within 21 days of the date of this Notice (i.e. by **1 September 2023**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

11 August 2023

Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix C

TRO 256/2023 - Southsea and Eastney Esplanades

Formal consultation objections

<p>I'd like to register my objection at the introduction of all year parking charges in southsea. Charges were introduced to reduce congestion. There is no congestion in winter. This will prevent local people using the beach for walking and dog walks in particular when we should be encouraging that for fitness and mental health reasons. Equally there are no busses for the east end of southsea sea front. This is just a money making exercise during a cost of living crisis that will adversely hit the pockets and / or physical and mental well being of Portsmouth residents. You should be ashamed of even considering it</p>
<p>I don't know why you would want to charge for parking on the eastney end of the beach in winter making it harder for people to enjoy it.I think we should have some free spaces to park to enjoy our beach when it is less crowded .Does it always have to be about money really disappointing please reconsider.</p>
<p>Hi I am writing this email to you with regards to the signs you have put up along the beach for parking fees to be applied throughout the winter months.</p> <p>I am so upset. Living in along Southsea seafront and having to put up with limited parking and trolls of visitors that make living in Southsea so busy and hectic in the summer months. The winter months is where I get my solace, and the reason why I moved to Southsea. All that will happen with the parking fees is push people to park in the side streets and making it even harder to park. Since Covid so many people use the sea for swimming and really gives the impression of healthy living. Disabled and elderly people get so much enjoyment sitting along the beach in their cars and looking out to the wonderful view. Dog walkers come. People spend money at Coffee Cup and give's people in the winter a free thing to do We pay so much in council tax. You are taking so much away from people. The seafront will be empty in the week if you implement changes. I will be contacting my local MP.</p> <p>Please listen to your local people please.</p>
<p>To whom it may concern</p> <p>I note with dismay the above application. This has been the only perk which people have ever had for the enjoyment of Eastney beach. Ask yourselves who makes use of parking and the beach. Is it not predominantly local people, rather than tourists, who want to have a walk and wander along the beach? Do these people not contribute enough through council tax etc.?</p> <p>It seems a great shame to take this away from people as well as potentially making parking more difficult for residents in adjacent streets, because people will endeavour to park there.</p> <p>What is the council hoping to gain? I'd be happier if more attention was paid to keeping dogs off the beach during the summer months and stop them fouling on the beach as well as accosting swimmers.</p>

Appendix D

TRO 257/2023 Canoe Lake Car Park

Formal Consultation Objections

Hi, I did send an email earlier but pressed the wrong button and I wasn't finished writing the email. Not very technical so I'm sending the email again in full. I feel very strongly to send an email which I don't do very often but feel very sad about the proposed parking charges from November to March on Southsea Seafront. The seafront will be under used in the winter months if this happens and should be encouraging people to get out and get active with a walk a swim etc along the seafront. The winter months is a lifeline to so many people including me it's a real feel-good factor. us local people share our seafront all through the summer months and winter is mainly used by locals who pay council taxes for our town and to have This proposed parking charges is very sad, and unfortunately people won't do this activity as much or not at all anymore. I know I won't be able to park along the seafront and pay those charges I always use the seafront in the winter months because I don't like crowds so the winter months are so important for me to get out for my mental health and for exercise but there's no way I can afford to pay the charges as I walk most days from my car in the winter. It will affect so many local businesses & people's health in so many ways. I feel very scared that this will happen as my future won't be the same. Please, please really think about doing this it's not the right thing to do. Thank you for your time in reading this.

I would like to object to seafront amendment parking changes. This will be another nail in the coffin for our community. The off season is when is locals can use the seafront and is the time when a lot of us enjoy it more due to the quietness of it. It would seem that it's more important to get every penny out of people who especially the local community when we already pay road tax and council tax. The seafront is a huge help to mine and many others mental health especially with the current climate with the cost of living it's my get away especially in the winter months when everything seems harder, the heating bills are higher and the days are shorter. The seafront is a little getaway from the costs of life for me and others to get away from it all. I don't think you understand for us of Portsmouth we count down the days until the parking charges stop on the seafront and that's the time we love our seafront most. Please do not take this away from us.

Please could I be told the reasons for the change and the thought process behind this? Why is this come to be an option?

Dear Sir / Madam

I am a resident In Southsea. And can not believe you / the council are going charge people/ residents to have to pay to park on the seafront in the winter months.

For what reasons would you have to do this?

We pay enough council tax as it is and especially in these hard times that everyone is struggling with mortgages rent food bills etc... And now you are going to put in an extra cost for people that go to the seafront to get away from the stresses of life. To go for a swim to help with peoples Mental health!

I think this is shocking and greedy.

And I oppose to these parking charges and I hope you do for once listen to the residents of southsea.



Dear PCC,

Please help us as a community to keep the seafront free of charge for parking during the winter months as it is Portsmouth residents who use this not people visiting here.

I use the seafront every day to go for a swim in the sea and will now be forced to park further away and where residents who live in Southsea will be affected by further pressure on limited parking.

In times where money is limited why charge for this?

Since moving to Portsmouth from the Midlands 2 years ago, believing we had retired to a welcoming, safe city with a lovely, accessible seaside resort, my husband and I have become more and more disillusioned.

I understand the economy has been in state of flux with the energy crisis and the war in the Ukraine. However it feels to us that you just see your council tax payers and locals as a money pit to be bled dry, instead of looking at creative ways to raise income through better promotion of the city, its impressive independent scene and its wonderful heritage.

I strongly object to the recently announced proposal to charge for parking on the seafront all year round. I can fully understand the requirement during the summer and main tourist season. But the proposed extension to all year round is a slap in the face for us locals.

Is it to rinse even more revenue out of residents, maybe more groundwork for your madcap dreams of a 15min city, or just a feeble attempt to drive out the camper vans that seem to take up permanent residence once the tourists have gone home?

If it's the latter perhaps you could first do something about the ones that park on suburban streets; with their gas canisters out on the pavement, or the ones that park near dangerous corners and block access!

This action will drive more of that sort of selfish parking, as well as more cars seeking free spaces into all the side roads, as well as private spaces in some places around the seafront, making parking even more of a nightmare than it already is for the majority of citizens on the island.

For those that swim for health all year round, a quick dip en route to work is becoming an expensive business and to add insult to injury, your impotence in taking on Southern Water and tackling the challenges around local water quality like the Pier area (with pathetic excuses about seagulls) mean that we will pay through the nose to swim in polluted waters all year round now! Terrific!

How about instead of rinsing us locals, you do more to sort the state of the beach when the ravaging hordes have been down. It's one thing keeping the bins empty but how about more patrols, obvious signage and stringent on-the-spot fines for people walking away from their detritus? That might help with revenue generation whilst also sending a strong message to this lazy, self-centred generation of people who expect others to clear up after them. It seems to be working in Southampton!!

And don't even get me started on the potential impact of the whole Aquind scenario, where it seems to me as an observer that your input has been somewhat lukewarm!

If that nightmare scenario happens, the likely loss of any free parking at all in Eastney, the environmental bomb waiting to happen and the ghastly prospect of a gridlocked city for years to come are making us seriously wonder about our retirement dream!

Please reconsider this proposal.

Re: Introduction of all year parking charges at Eastney & Southsea Esplanades and Canoe Lake car park. I'm most disappointed to learn of this by Portsmouth City Council. Will this not lead to loss of business for the traders of the seafront and more congestion on local streets and probably fewer visitors in the winter months to Southsea? Additionally, visitors from further afield could decide to visit other south coast resorts where there are cheaper or no car parking charges in the winter months. Others affected will include shore anglers, dog walkers, and others who cannot for various reasons use the seafront between 6:00pm and 8:00am or use public transport during peak hours and have to rely on their cars for transport.

This page is intentionally left blank

Form name	Integrated Impact Assessment
Reference	IA548888421
Date	21/09/2023



Policy details

Request date	21/09/2023 19:49
Directorate	PCC Regeneration
Service	Transport -Parking
Title of policy, service, function	All year charging Southsea and Eastney Esplanades
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	To encourage drivers to consider alternatives to the car and to address the difference in charging between the western and eastern end of the seafront.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	A number of concerns were expressed about access to the seafront
Has anything changed because of the consultation?	yes
Please provide details	As a result of receiving the objections the matter has been referred the Cabinet Member for review and decision
Did this inform your proposal?	no

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

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>The policy encourages people to consider options other than driving and effects all people equally except Blue Badge Holders who will be exempt.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>It will not effect Blue Badge Holders.</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>The proposal does not discriminate.</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>The consultation was a statutory one. There was a newspaper notice and notices were put up in the effected areas.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The feedback from the public will be reviewed and considered by officers in the parking section.</p>

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

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

Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The proposal is intended to make people consider alternatives to using the car. this can have a positive impact on the person deciding not to use the car and generally improve air quality.
How are you going to measure/check the impact of your proposal?	The amount of parking can be measured but it is difficult to accurately measure air quality improvements.

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The financial impact of parking charges is relatively small compared to the cost of running a car. If the charges encourage those on low incomes to use healthier alternatives there is a positive impact. If they choose to continue using the car there will be a cost.
How are you going to measure/check the impact of your proposal?	The numbers using parking spaces will be measured.

Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>There can be a positive impact if fewer cars drive to the seafront and there is less congestion.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>It would be hard to measure the effect accurately because so many other factors impact on the data.</p>

Energy use - will it reduce energy use?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>A reduction in car use will reduce the amount of petrol, diesel and electricity .</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>It will be hard to measure the actual impact of the parking charge on the use of fuel.</p>

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Any impact is likely to be small but if it reduces car use it will have a positive effect</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>It would be hard to measure any effect.</p>

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

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

Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Reducing the use of cars would have a positive effect on air quality#.
How are you going to measure/check the impact of your proposal?	It would be very difficult to measure the impact of charging for parking in this area on air quality.

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

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Parking charges will encourage drivers to consider other options and reduce the number of cars on the road. This makes the roads safer for pedestrians.
How are you going to measure/check the impact of your proposal?	The number of cars parking can be measured from the charges paid.

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

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

Culture and heritage - will it promote, protect and enhance our culture and heritage?

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

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

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

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

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

Social value

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

Involvement

Who was involved in the Integrated impact assessment?	Kevin McKee Page 76
---	------------------------

Name of the person completing this form	Kevin McKee
Date of completion	2023-09-21

This page is intentionally left blank

Agenda Item 6



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 12 October 2023

Subject: Residents Parking Programme of Consultation

Report by: Kerri Farnsworth, Interim Director Regeneration

Report Author: Kevin McKee, Parking Manager

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 To propose a further programme of consultation on residents parking zones.

2. Recommendations

It is recommended that the Cabinet Member for Transport approves:

2.1 That the Residents' Parking Programme of Consultation progresses with 3 work streams as set out in paragraphs 4.4 to 4.5 of this report;

2.2 That there are rolling programmes around these areas so that a residents parking scheme is agreed in an area, areas around it are then consulted

2.3 That the costs of external consultancy are met from the parking reserve;

2.4 That staffing in the parking permit and suspensions teams are kept under review in anticipation of the increasing number of zones.

3. Background

3.1 The City Council receives regular requests from resident for residents parking schemes. In each area being considered an informal consultation is carried out where residents are asked a series of questions about whether there is a parking problem in their area, when it occurs, what causes it and whether they



think a Residents Parking Zone would be useful. If the results of the informal survey are positive there is then a formal consultation required for enacting a Traffic Regulation Order to make the restrictions required to implement the scheme.

- 3.2 The Council has run a number of programmes of consultation. It is recognised that if a scheme is introduced in one area it may create displacement issues on the boundary. This maybe caused by residents moving vehicles they do not want to buy permits for or by people parking vehicles that are not eligible for permits. In many cases these vehicles are moved to just outside the zone where parking is unrestricted.
- 3.3 To counter this there has been a rolling programme to consult in areas surrounding a new zone. This means considerable time can be taken focused on a rolling programme and while this is taking place other areas are not progressed.
- 3.4 The last programme of consultation was decided on 2 September 2021. It was agreed that areas that had been on the list for consultation for some time but were unlikely to cause displacement should be actioned and then the programme should look at a further rolling programmes starting with the area around Shearer Road GC if a zone was proposed for that area, then Mulberry BG, Wymering AB and Cosham BC.
- 3.5 The programme agreed in September 2021 identified five areas for consultation where significant displacement was unlikely, these were:
- (i) Doyle Avenue
 - (ii) North Stamshaw
 - (iii) Pembroke Park
 - (iv) Froddington Road
 - (v) Railway View
- 3.6 The programme has been significantly delayed by staff departures, difficulties recruiting and competing priorities and increased need for Traffic Regulation Orders. This has impacted on the progress of the Residents Parking Programme of Consultation. An update is presented in the following paragraphs of this report.
- 3.7 Informal consultation has been conducted in each area listed in paragraph 3.5 above.
- Doyle Court**
- 3.8 Following discussion with local ward members Doyle Avenue was not progressed. The informal survey produced a strange result where 54% of



respondents said they thought a residents parking scheme would be useful but 62% said there was not a problem parking. It did not seem sensible to proceed with a formal scheme and propose residents pay for permits when almost two thirds of those who responded felt there was no problem parking.

Stamshaw North

3.9 Formal consultation was conducted on Stamshaw and decision to proceed was taken by the Cabinet Member for Transport' decision meeting on 10 August 2023.

3.10 Pembroke Park

The zone went live in October 2022.

3.11 Railway View/Froddington Road

The proposed Traffic Regulation Order for these zones is being finalised and formal consultation will take place shortly.

3.12 The next area for formal consultation in the programme is Shearer Road and this report puts forward a suggested rolling programme around that area. However, it is also recognised that with the current resources it may take some time to complete and if only one area was progressed it would lead to other areas waiting.

3.13 The council has been unsuccessful in appointing sufficient additional resources to support this work area. This is due to a national skills shortage and the workload also fluctuates. This report therefore proposes a recommendation to deliver the programme supported by external resources but manage the work closely internally.

4. Reasons for recommendations

4.1 Under the existing September 2021 programme if a proposed RPZ in the Shearer Road area is agreed following formal consultation a rolling programme of consultation would start in the surrounding areas. If a zone was not approved in the Shearer Road area, consultation would take in BG Mulberry and if that was approve a rolling programme would commence around that area.

4.2 A rolling programme can take a significant time to complete and considering one area at a time may mean that those areas further down the list may have to wait before being actioned.

4.3 In order to increase the speed at which residents' concerns can be addressed it is proposed to employ a specialist consultancy to help support, develop and deliver the more technical aspects of the programme including managing informal consultations, drafting of Traffic Regulation Orders, sign and marking



design and Formal Consultation. Each RPZ creates different local issues, and it is important that this external consultancy works closely with a council officer for local input.

4.4 Using this external resource, when necessary, it is recommended that the programme has three work streams:

Central Workstream

(i) Formal Consultation in the Shearer Road area (GC) and a rolling programme spanning out from there starting with Winchester Road area (GD) and if a residents parking zone is agreed for GD the next areas will be considered for consultation.

Eastern Workstream

(ii) Informal and if appropriate formal consultation in the area east of the existing zones in NB Locksway Road area where displacement is currently taking place. If a residents parking zone is agreed in NB the area to the south NC will be consulted.

Northern Workstream

(iii) Informal and if appropriate formal consultation in the area round the between Cosham Station - BG Mulberry Lane, BC East Cosham and the Queen Alexdra Hospital (BG) and Roads to the West of Wymering Lane (except Cromer and Colchester Roads which are already controlled) as an extension of the AB zone. Depending on the results of informal and formal consultations rolling programmes will be put in place to consider any significant issues of displacement.

4.5 Outline of Programme

Work Stream	October /November	December/ January	February /March	April/May
(i) Centre		GD - Winchester Road Informal		
	GC Shearer Road - Formal		GD - Winchester Road Formal	
(ii) East	NB Locksway Road - Informal		NC - Kingsley Road Informal	
		NB Locksway Road - Formal		NC- Kingsley Road Formal
(iii) North	BG Mulberry Lane - Informal	BC East Cosham Extension -Informal	AB Wymering Lane - Informal	
		BG Mulberry Lane Formal	BC East Cosham Extension -Formal	AB Wymering Lane Formal

4.6 Once a new zone has been agreed, the implementation requires the signs and lines to be designed, ordered and installed. The Parking Service has a small technical team which can erect signs, but RPZs tend to require a large number of signs and this can stretch the internal team. Depending on work load it maybe



necessary to use the specialist consultancy to specify and implement the signs. This will be reviewed as throughout the programme.

4.7 Before a new zone goes live all properties in the area need to be notified and the process for applying for residents, visitors and business permits explained. In addition, there are often many questions from residents, visitors and businesses that need to be answered. This creates a peak of work prior to implementation.

4.8 A similar situation occurs with suspension requests. These are requests to suspend formal parking bays, so an area is kept clear for a house removal or works on the highway or works effecting the highway. These requests have increased significantly since the Pandemic.

4.9 It takes a considerable time to recruit and train new staff and there is often a lag between the increased workload and the staff required. With an accelerated programme we need to keep this under review.

5. Integrated impact assessment

An integrated impact assessment has been carried out on the process of consultation and the results are attached in Appendix 2.

6. Legal implications

6.1 The City Council's statutory duties as a local transport authority in relation to the management of parking in the City are identified in the body of the report. The further development of a detailed scheme is intended to contribute to the fulfilment of those statutory duties.

6.2 As the recommendations do not propose any further action at this stage there are no legal implications. Any alterations or additions to the existing traffic regulations orders will require approval in the usual way.

7. Director of Finance's comments

7.1 The indicative cost for an external consultancy to undertake the informal, then formal consultations for the implementation of a new Residents Parking Zone is estimated to be in the region of £40,000. For the first zone, a significant amount of work is required to prepare and develop materials, templates, and ways of working. It is therefore anticipated that consultations on further zones would cost less.



- 7.2 The seven zones outlined in the programme in 4.5 could therefore cost up to £280,000, some of which is likely to fall into the 2024/25 Financial Year.
- 7.3 This cost can currently be met from the On Street Parking cash limit, utilising underspends arising from staff shortages (referenced in 3.6) and income upsides against the year-to-date budget.
- 7.4 Should any unforeseen pressures emerge on the On Street Parking cash limit before the end of the 2023/24 Financial Year, the Council will look to use the Parking Reserve.

.....
Signed by:

Appendices:

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

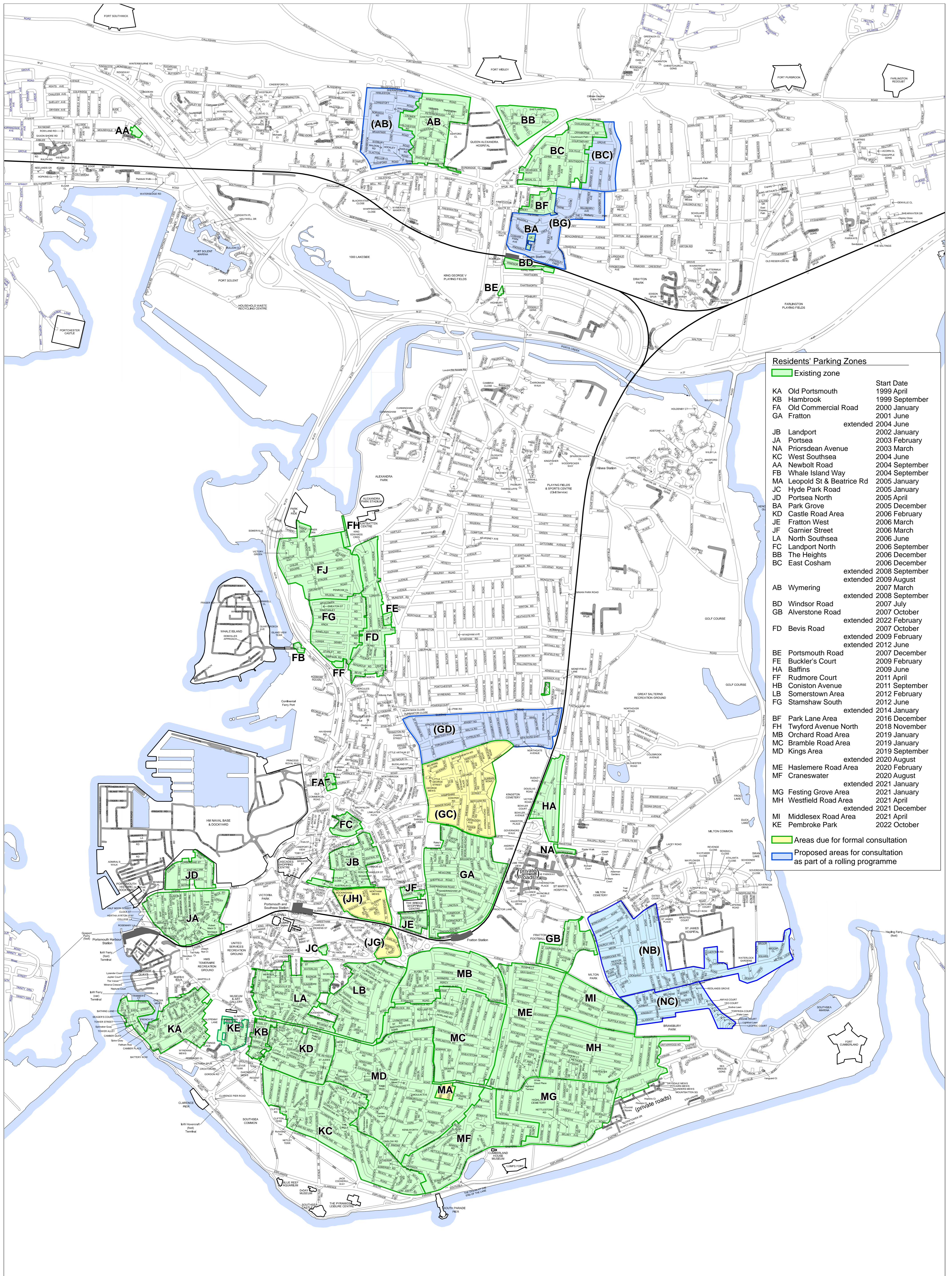
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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

.....
Signed by:

PORTSMOUTH RESIDENTS' PARKING ZONES



Residents' Parking Zones		
■	Existing zone	
KA	Old Portsmouth	Start Date 1999 April
KB	Hambrook	1999 September
FA	Old Commercial Road	2000 January
GA	Fratton	2001 June
		extended 2004 June
JB	Landport	2002 January
JA	Portsea	2003 February
NA	Priorsdean Avenue	2003 March
KC	West Southsea	2004 June
AA	Newbolt Road	2004 September
FB	Whale Island Way	2004 September
MA	Leopold St & Beatrice Rd	2005 January
JC	Hyde Park Road	2005 January
JD	Portsea North	2005 April
BA	Park Grove	2005 December
KD	Castle Road Area	2006 February
JE	Fratton West	2006 March
JF	Garnier Street	2006 March
LA	North Southsea	2006 June
FC	Landport North	2006 September
BB	The Heights	2006 December
BC	East Cosham	2006 December
		extended 2008 September
		extended 2009 August
AB	Wymering	2007 March
		extended 2008 September
BD	Windsor Road	2007 July
GB	Alverstone Road	2007 October
		extended 2022 February
FD	Bevis Road	2007 October
		extended 2009 February
		extended 2012 June
BE	Portsmouth Road	2007 December
FE	Buckler's Court	2009 February
HA	Baffins	2009 June
FF	Rudmore Court	2011 April
HB	Coniston Avenue	2011 September
LB	Somerstown Area	2012 February
FG	Stamshaw South	2012 June
		extended 2014 January
BF	Park Lane Area	2016 December
FH	Twyford Avenue North	2018 November
MB	Orchard Road Area	2019 January
MC	Bramble Road Area	2019 January
MD	Kings Area	2019 September
		extended 2020 August
ME	Haslemere Road Area	2020 February
MF	Craneswater	2020 August
		extended 2021 January
MG	Festing Grove Area	2021 January
MH	Westfield Road Area	2021 April
		extended 2021 December
MI	Middlesex Road Area	2021 April
KE	Pembroke Park	2022 October
■	Areas due for formal consultation	
■	Proposed areas for consultation as part of a rolling programme	

This page is intentionally left blank

Form name	Integrated Impact Assessment
Reference	IA548897529
Date	21/09/2023



Policy details

Request date	21/09/2023 20:14
Directorate	PCC Regeneration
Service	Transport, Parking
Title of policy, service, function	Residents Parking Programme of Consultation
Type of policy, service, function	Existing
What is the aim of your policy, service, function, project or strategy?	To establish residents views on the introduction of residents parking schemes
Has any consultation been undertaken for this proposal?	no

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

With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?	All households in an area will be written to. There will be help for anyone who has difficulty understanding or completing the form.
--	--

<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>No</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>Households will be written to but help will be available if anyone has difficult.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The programme is reviewed regularly and considered by the Cabinet Member</p>

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

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

Health - will this help promote healthy, safe and independent living?

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

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

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

Carbon emissions - will it reduce carbon emissions?

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

Energy use - will it reduce energy use?

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

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

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

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

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

Air quality - will it improve air quality?

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

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

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

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

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

Culture and heritage - will it promote, protect and enhance our culture and heritage?

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

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

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

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

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

Social value

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

Involvement

Who was involved in the Integrated impact assessment?	Kevin McKee
Name of the person completing this form	Kevin McKee
Date of completion	2023-09-21

This page is intentionally left blank

Agenda Item 7



Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	12 th October 2023
Subject:	Speed and Casualty Reduction Measures 2023/24
Report by:	Kerri Farnsworth, Interim Director Regeneration
Report Author:	Stanley Palmer, Road Safety Officer
Wards affected:	Drayton and Farlington
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to confirm the locations for infrastructure improvements as part of the Casualty & Speed Reduction Local Transport Plan 4 (LTP4) 2023/24 capital implementation programme.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Approves the proposed spend from the Casualty & Speed Reduction Measures budget of £250,000 on the Lower Farlington Road/Havant Road junction scheme.**

3. Background

- 3.1 The aims of the Portsmouth City Council Road Safety programme are:

- To reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data
- To reduce the number of casualties resulting from accidents
- To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging sustainable and active modes
- To support and contribute to the objectives outlined in LTP4¹.

¹ [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)

- 3.2 Analysts within the Portsmouth City Council's (PCC) Transport Service, have been analysing data collected from the following sources to pinpoint locations in the city where there is a high risk of accidents occurring or re-occurring in the future:
- Hampshire Constabulary accident data
 - Automated 7-day speed surveys
 - Automated 7-day traffic counts
- 3.3 Local Transport Authorities (LTAs) have a number of statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety. This includes taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents is identified.
- 3.4 The Casualty and Speed Reduction Measures budget allocated within the LTP4 funding 2023-24 will deliver against the statutory duties as Portsmouth's LTA as outlined in section 3.3 of this report.

4. Lower Farlington Road / Havant Road junction identification

- 4.1 The Lower Farlington Road/Havant Road junction scheme was identified as a site of interest during analysis of the accident. Additionally, concerns have been raised by local residents and Councillors regarding the speed of traffic along Lower Farlington Road. The road is subject to a 20mph speed limit and a width restriction to prevent Heavy Goods Vehicles (HGV's) from using the road as a shortcut to and from the industrial area to the south.
- 4.2 These concerns have been supported by the traffic survey data undertaken in September 2022, which has shown that the 85th percentile speeds recorded are 31mph southbound and 32mph northbound. This is in excess of the prosecution threshold for a 20mph speed limit which is 25mph and is higher than the speeds recorded 3 years ago. Previous surveys undertaken have shown that HGV's are using the road, ignoring the restrictions that have been put in place. A review of the accident data has been undertaken for the 3 years between 01/01/2019 and 31/12/2021.
- 4.3 Casualty data can be found in appendix A of this report.
- 4.4 There is one accident on Lower Farlington Road, involving a child, with an additional 2 accidents occurring at the junction with Havant Road (please refer

map 1 below). It has been requested that this site be considered, and the data supports this.

Map 1 - accident locations



4.5 The factors highlighted by STATS19 casualty report contributing to the recorded incidents include:

- Failure to judge other persons path or speed
- Failed to look properly

4.6 Following initial investigation options to improve the safety of this location could include a number of engineered solutions such as:

- additional signage with roundels
- continuous footways
- narrowed give way sections



- pedestrian islands
- prefabricated speed cushions
- build outs.

4.7 If the recommendation of this report is approved, final designs will be developed following further site and topographical surveys. The possible identified improvements included in section 4.5 of this report will be reviewed and considered as the scheme develops. The scheme will also be subject to public engagement and consultation, along with further engagement with the Ward Councillors.

4.8 Analysis of casualties at the junction and a site visit conducted by Road Safety Officers and Highway Engineers highlighted poor visibility for vehicles approaching and subsequently manoeuvring into and out of the junction. There are also limited crossing facilities, leading to pedestrians to follow desire lines across high-risk routes.

5. Reasons for recommendations

5.1 As a Local Transport Authority, PCC have an obligation to investigate road casualties and develop appropriate interventions under section 39 of the 1988 Road Traffic Act.

5.2 This scheme is proposed for further development due to identified speeding issues. It also scores highly on intervention criteria such as average speed and number of casualties involving vulnerable road users when investigated through the ongoing monitoring of speed and traffic surveys.

5.3 Strategic objectives as set out in LTP4 include a focus on Delivering Cleaner Air and Prioritising Walking and Cycling. The scheme aims to redevelop the route, providing safe crossing facilities, carefully regulated speed and restrictions to HGVs making walking and cycling highly desirable and eliminating a source of NOx and PM air pollution in line with the Strategic objectives.

6. Integrated impact assessment

6.1 A full integrated impact assessment is included with this report

7. Legal implications

7.1 The City Council's statutory duties as a local transport authority in relation to the taking of measures for improving road safety are identified in the body of the

report. The further development of a detailed scheme is intended to contribute to the fulfilment of those statutory duties.

7.2 Except as in 7.1 above, there are no legal implications arising directly from the recommendation in this report.

8. Director of Finance's comments

8.1 The cost of the works will be funded from the Casualty and Speed Reductions budget. This sits in the approved Local Transport Plan 4 capital scheme, within the Transport capital programme approved by Full Council in February 2023.

.....
Signed by:

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

.....
Signed by:

This page is intentionally left blank

Details of Personal Injury Accidents for Period - 01/05/2020 to 30/12/2022 (32) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties				
			Veh No	Type	Manv	Dir / Class	Sex / Age	Sev			
44210161856	Wednesday	LOWER FARLINGTON ROAD	44210161856	Car		Going ahead	N to S	Ped	M	10	Serious
U	28/04/2021	OUTSIDE OF SUNSHINE PUBLIC HOUSE, PORTSMOUTH, HAMPSHIRE									
	1516hrs										
	Daylight										
E 468,298	Dry										
N 105,750	Fine without high winds										
	20 mph										
VEH 1 (CAR) TRAVELLING S ALONG LOWER FARLINGTON ROAD AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING E ACROSS LOWER FARLINGTON ROAD WHO RUNS INTO THE ROAD BETWEEN TWO PARKED CARS ON NEAR SIDE.											
44210281478	Friday	A2030 HAVANT ROAD AT JUNCTION WITH LOWER FARLINGTON ROAD, PORTSMOUTH, HAMPSHIRE	44210281478	Car		Going ahead	E to W	FSP	F	18	Slight
A 2030	16/07/2021		44210281478	Car		Stopping	E to W				
	2201hrs										
	Darkness: street lights present and lit										
E 468,300	Dry										
N 105,781	Fine without high winds										
	20 mph										
VEH 1 (CAR) TRAVELLING W ALONG A2030 HAVANT ROAD FOLLOWING TOO CLOSE BEHIND VEH IN FRONT AND COLLIDES WITH THE REAR OF VEH 2 (CAR) SLOWING.											
44210457708	Sunday	JUNCTION OF HAVANT ROAD	44210457708	Car		Turning right	S to N	Dri	F	29	Slight
A 2030	14/11/2021	A3020/LOWER FARLINGTON RD	44210457708	M/C < 125 cc		Going ahead	E to W	Dri	M	20	Serious
	1700hrs										
	Darkness: street lights present and lit										
E 468,293	Dry										
N 105,776	Fine without high winds										
	30 mph										
VEH 1 (CAR) TRAVELLING N ON LOWER FARLINGTON TURNS RIGHT ONTO HAVANT ROAD AND COLLIDES WITH VEH 2 (M/CYCLE) TRAVELLING E TO W ON HAVANT ROAD											

This page is intentionally left blank

Form name	Integrated Impact Assessment
Reference	IA547005459
Date	14/09/2023



Policy details

Request date	14/09/2023 14:28
Directorate	PCC Regeneration
Service	Transport
Title of policy, service, function	LTP Casualty and Speed Reduction 2023-24
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	<ul style="list-style-type: none"> • To reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data • To reduce the number of casualties resulting from accidents • To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging sustainable and active modes • To support and contribute to the objectives outlined in LTP4
Has any consultation been undertaken for this proposal?	no

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

With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?	The project will benefit all pedestrians, those with mobility issues, childcare responsibilities and caring responsibilities.
--	---

<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>The project will have no negative impact on the protected characteristics, and have a positive impact providing safer routes and crossing points for vulnerable pedestrians, wheelchair users and make the active travel network more accessible to disabled and less mobile users.</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>We plan to consult with local businesses face to face and consult residents under the TRO consultation process including a letter drop.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>STATS19 casualty reports to monitor casualties. Speed and Traffic surveys to monitor speed and identify number of HGVs using the road.</p>

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

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

Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Reducing vehicle speeds and creating more crossing facilities along the length of the proposed route will reduce frequency and severity of casualties. Route improvements will encourage walking for improved physical health, and restrictions to HGVs travelling through the area will improve air quality with relative improved
How are you going to measure/check the impact of your proposal?	STATS19 Casualty Reports, Speed and Traffic Surveys, and city wide Air Quality Monitoring

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

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

Carbon emissions - will it reduce carbon emissions?

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

Energy use - will it reduce energy use?

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

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

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

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

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

Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The project will divert HGVs away from a residential area, reducing the emissions of NOx and PM10 PM2 in the immediate vicinity, 5improving local air quality for residents.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Observe Portsmouth wide air quality data collection and compare to previous readings.</p>

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

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Traffic calming measures such as buildouts and speed cushions will lower vehicle speeds and pedestrian islands and continuous footways will facilitate safe movement for pedestrians and vulnerable road users improving active travel.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Speed and traffic surveys and STATS19 casualty reports</p>

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

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

Culture and heritage - will it promote, protect and enhance our culture and heritage?

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

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

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

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

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

Social value

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

Involvement

Who was involved in the Integrated impact assessment?	Senior Road Safety Officer/Project manager Page 105
---	--

Name of the person completing this form	Stanley Palmer
Date of completion	2023-09-14