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# NOTICE OF MEETING

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## CABINET MEMBER FOR TRANSPORT

THURSDAY, 16 NOVEMBER 2023 AT 4.00 PM

## COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

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

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

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## CABINET MEMBER FOR TRANSPORT

Councillor Gerald Vernon-Jackson CBE (Liberal Democrat)

### Group Spokespersons

Councillor Simon Boshier, Conservative  
Councillor Graham Heaney, Labour  
Councillor Brian Madgwick, Portsmouth Independents Party

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(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](http://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

- 1 Apologies
- 2 Declarations of Interest
- 3 Active Pompey Neighbourhoods (Pages 5 - 110)

### **Purpose**

In accordance with the Council's Transport Strategy, and extensive consultation, experimental traffic restrictions are proposed for Bramble Road and Talbot Road, along with traffic calming measures (speed cushions and one flat topped hump) on Francis Avenue, Orchard Road, Talbot Road,

Sutherland Road and Fawcett Road to create an Active Pompey Neighbourhood (APN).

**RECOMMENDED that the Cabinet Member for Transport:**

- 1) **Agrees to issue scheme approval for traffic and waiting restrictions on Talbot Road and Bramble Road as illustrated on the drawings in Appendix A;**
- 2) **Agrees to implement the scheme in Recommendation 2.1 under an experimental traffic management order made under the provisions of Sections 9, 10, 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA 1984)<sup>[1]</sup> and that the notices of making for the Experimental Traffic Orders contain the statements specified in Schedule 5 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- 3) **Agrees that any valid objections received during the statutory objection period are considered by way of a written report to the Cabinet Member of Transport before a decision is reached on whether or not any of the provisions of the experimental order will be made permanent;**
- 4) **Agrees that, after consultation with Hampshire Constabulary any modifications to any experimental order which renders it less restrictive may be authorised by the Cabinet Member for Transport without the requirement to re-advertise the order under section 10(2) of the said act;**
- 5) **Agrees to undertake a non-statutory consultation exercise with local stakeholders prior to any decision being made on moving to a permanent traffic order;**
- 6) **Notes that the APN Spaces for greening will be initially filled with planters. It is the aspiration that should the experimental traffic order be made permanent these are turned into raingardens;**
- 7) **Notes the representations during the statutory speed hump consultation and approve officer's recommendations for installation.**

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<sup>[1]</sup> [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

**4 London Road Taxi Rank - Experimental Traffic Regulation Order 87/2022 (Pages 111 - 134)**

**Purpose**

This report considers responses to the Experimental Traffic Regulation Order (ETRO) in operation since 5 August 2022 for the trial of a 22 hour (9am to 7am), two-car, taxi rank located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove. A plan showing the trial taxi rank is included with this report as Appendix A.

**RECOMMENDED - that the Cabinet Member for Transport:**

- 1) Considers the responses received to ETRO 87/2022 during the six-month consultation period from March to September 2022;
- 2) Approves making permanent the provisions of ETRO 87 2022 for the continuation of a 22-hour, two car, taxi rank on London Road southbound (near to its junction with Laburnum Grove);
- 3) Notes the existing night-time (7pm - 7am) taxi rank and associated shelter will remain.

**5 Local Traffic Plan Safer Routes to School 2023 - 2024 (Pages 135 - 152)**

**Purpose of report**

To consider the locations proposed for safer routes to school measures as part of the Safer Improvements LTP 2023/24 programme.

**RECOMMENDED that the Cabinet Member for Transport approves the spend from the Local Transport Plan 4 - Safer Routes to School budget to be spent at the following locations:**

- Burrfields Road
- Multiple locations - School Zigzag and Lining Updates
- Allaway Avenue
- Additional Sites of Interest

**6 TRO 232B/2023 St Barbara Way & TRO 242B/2023 Shearer Road & St Augustine Road - Disabled Parking Places (Pages 153 - 172)**

**Purpose of report**

To consider the public response to the proposed disabled bays in St Barbara Way, Shearer Road and St Augustine Road, Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notices for TRO 232/2023 and TRO 242/2023

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

Appendix D: Map of proposed and existing disabled bays

**RECOMMENDED that in relation to the proposal promoted under TROs 232B/2023 and 242B/2023, the Cabinet Member for Transport:**

- 1) Approves the implementation of the Disabled Persons' Parking Bays in St Barbara Way (o/s block 26-36), Shearer Road (o/s 118) and St Augustine Road (o/s 207).
- 2) Notes that the remainder of TRO 232/2023 came into operation under TRO 232A/2023 on 22 September and TRO 242/2023 will come into operation under TRO 242A/2023 on 20 November, due to no objections being received to those proposals. Therefore, any proposals approved

**following this report will be brought into operation under TROs 232B/2023 and 242B/2023.**

**7 Update on the plan to withdraw the London One Day Travelcard from January 2024 (Pages 173 - 176)**

**Purpose:**

To update the Cabinet Member for Transport on progress of the plan by the Mayor of London to withdraw the One Day Travelcard from January 2024.

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

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# Agenda Item 3



<b>Title of meeting:</b>	Cabinet Member for Transport
<b>Date of meeting:</b>	16 November 2023
<b>Subject:</b>	Active Pompey Neighbourhoods (APN)
<b>Report by:</b>	Kerri Farnsworth - Interim Director Regeneration
<b>Report author:</b>	Michelle Love - Active Travel Manager
<b>Wards affected:</b>	Central Southsea
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1 Purpose of report

- 1.1 In accordance with the Council's Transport Strategy, and extensive consultation, experimental traffic restrictions are proposed for Bramble Road and Talbot Road, along with traffic calming measures (speed cushions and one flat topped hump) on Francis Avenue, Orchard Road, Talbot Road, Sutherland Road and Fawcett Road to create an Active Pompey Neighbourhood (APN).

## 2 Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 **Agrees to issue scheme approval for traffic and waiting restrictions on Talbot Road and Bramble Road as illustrated on the drawings in Appendix A;**
- 2.2 **Agrees to implement the scheme in Recommendation 2.1 under an experimental traffic management order made under the provisions of Sections 9, 10, 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA 1984)<sup>1</sup> and that the notices of making for the Experimental Traffic Orders contain the statements specified in Schedule 5 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- 2.3 **Agrees that any valid objections received during the statutory objection period are considered by way of a written report to the Cabinet Member of Transport before a decision is reached on whether or not any of the provisions of the experimental order will be made permanent;**

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<sup>1</sup> [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk)



- 2.4 **Agrees that, after consultation with Hampshire Constabulary any modifications to any experimental order which renders it less restrictive may be authorised by the Cabinet Member for Transport without the requirement to re-advertise the order under section 10(2) of the said act;**
- 2.5 **Agrees to undertake a non-statutory consultation exercise with local stakeholders prior to any decision being made on moving to a permanent traffic order;**
- 2.6 **Notes that the APN Spaces for greening will be initially filled with planters. It is the aspiration that should the experimental traffic order be made permanent these are turned into raingardens;**
- 2.7 **Notes the representations during the statutory speed hump consultation and approve officer's recommendations for installation.**

### **3 Background**

- 3.1 Portsmouth City Council have produced a Local Transport Plan (LTP4) which was adopted by full council on 13<sup>th</sup> October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038<sup>2</sup>.
- 3.2 The Portsmouth Transport Strategy (LTP4) not only provides the overarching direction for all transport and highways (including maintenance) but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance. To support the Portsmouth transport strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver the vision, strategic objectives and policies of the Portsmouth Transport Strategy.
- 3.3 Policy H of the Transport Strategy focuses on introducing a network of active neighbourhoods that reduce through traffic in residential streets. The combination of residential streets that are safer to walk and cycle is a continuation of work that has been on-going in Portsmouth for a number of years and is key to encouraging more people to travel sustainably.
- 3.4 Policy G cites the establishment of a cohesive and continuous network of attractive, inclusive, safe, and accessible walking and cycling routes accompanied by cycle parking facilities, which the Active Pompey Neighbourhood adheres to.

### **4 Active Pompey Neighbourhood Proposals**

- 4.1 The Active Pompey Neighbourhood proposal covers a series of measures across the APN area. The proposals have been based on information gained from informal

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<sup>2</sup> [Portsmouth Transport Strategy 2021-2038](#)



engagement with the community in October/November 2022, Councillor correspondence and traffic surveys.

- 4.2 The proposals were formally consulted on in March 2023. Following the consultation, adjustments have been made to the proposals in recognition of feedback.

**Bramble Road /Talbot Road (Jessie Road to Fawcett Road) - One-way System**

- 4.3 The volume of vehicles on this section of Talbot Road has caused congestion at the junctions of Jessie Road and Fawcett Road. This congestion has led to verbal altercations, vehicles tooting, and poor driver behaviour.
- 4.4 It is proposed to make Bramble Road one-way eastbound, with the option of turning one way north or one way south on Talbot Road for motor vehicles. Bicycles can travel in both directions.
- 4.5 The scheme includes three creative spaces. This consists of one space on double yellow lines on the junction of Bramble Road/Fawcett Road. This area will be used for greening via recycled plastic planters.
- 4.6 Two existing car parking spaces at the junction of Talbot Road/ Fawcett Road. This will use used for a five-bike cycle hanger and greening via recycled plastic planters.
- 4.7 The Bramble Road/Talbot Road one-way system, which is detailed in Appendix A will be installed under an Experimental Traffic Regulation Order (ETRO).

**Traffic Calming**

- 4.8 The below table highlight the roads with proposed traffic calming measures.

Road	Traffic Calming Measure
Fawcett Road (between Talbot Road and Chetwynd Road)	2 sets of speed cushions
Francis Avenue (between Orchard Road and Jessie Road)	3 sets of speed cushions, Build outs with planting with 1 raised uncontrolled crossing
Orchard Road (between Fawcett Road and Talbot Road)	4 sets of speed cushions
Talbot Road	4 sets of speed cushions
Sutherland Road	2 sets of speed cushions

- 4.9 All speed cushions and the raised table will be made from recycled tyre rubber. These will be 'bolt down' which enables them to be moved if necessary. They will be of a width so that most vehicles cannot straddle them. Gaps will be left between them to enable cyclists to travel through.

- 4.10 All proposed traffic calming measures detailed in Appendix A, will be installed under a statutory speed hump notice.

## 5 Reasons for recommendations

### **Bramble Road /Talbot Road (Jessie Road to Fawcett Road) - One-way System, cycle contraflow and spaces for Active Travel and greening**

- 5.1 The volume of vehicles on southern section of Talbot Road has led to congestion at the junctions of Jessie Road and Fawcett Road. This congestion has also led to verbal altercations, vehicles tooting, and poor driver behaviour.
- 5.2 The one-way system is intended to limit local through traffic, to provide roads more suited for walking and cycling. The proposed traffic calming in 4.8 will lower existing speeds and make it a less desirable route.
- 5.3 Bramble Infant School is on Bramble Road and has an entrance on this road. It is noted that Heyward Road, the other entrance to the school has a School Street, which will be made permanent in early 2024.

## 6 Consultation

- 6.1 An informal consultation was held in for six weeks in October/November 2022. The aim was to ask people where they saw the traffic issues in the APN area and what improvements they thought could be made.
- 6.2 This informal consultation consisted of an online survey, a door knock, a drop in event, guided walks around the area with a women's group, MAKE and QAY. Young people at Priory School were consulted via a survey, with younger children participating in a hands up survey at Devonshire Infants and Fernhurst Juniors. Parents at these three schools also had a chance to comment at an after-school pop up outside the school gates. A record of this engagement can be found in Appendix B.
- 6.3 Following the assessment of the informal consultation comments and the traffic surveys, a series of measures were proposed. These measures were consulted on from 6 March to 2 April 2023.
- 6.4 4,300 letters were sent to residents and businesses in the APN. 200 emails sent to people who had registered for APN updates. Additionally, 200 posters were placed in the APN, with scheme specific posters at the location of proposed measures. Notifications were also placed in the council bulletin and on social media including Facebook and Twitter.

Engagement Activity	Result
Online Survey	867 completed surveys



Door Knock	536 doors knocked
Drop-in Engagement Event (Havelock Centre)	115 attended
Women's Walk 1	17 attended
Women's Walk 2	9 attended
Queer All Year (QAY)	5 attended
MAKE/DYNAMITE walk (learning disabilities)	6 attended
Priory Hands Up Surveys	516 responses
Po-up at Bramble School (Heyward Road)	25 comments received
Co-design Workshop at Bramble School	10 pupils (Eco Club) attended

6.5 The emergency services have been engaged through the design process, and their comments have been integrated into the designs.

6.6 A full list of statutory consultees can be found in Appendix C.

## 7 Results of the consultation

7.1 The consultation has been reviewed to ensure those who are directly affected by the proposals have had the opportunity to have their say and feedback captured within this report.

7.2 For each question asked in the online survey, we have produced a response to cover all those who have provided feedback firstly people who live within the APN followed by people who live on the roads where the proposed measures are planned.

7.3 The consultation presented options for the closure of Orchard Road and the Eastern entrance/exit to Francis Avenue. When the results were evaluated, it became clear that residents were not in favour of these options and therefore they have been removed from the project. The results of this consultation can be found in Appendix B.

## 8 Traffic Calming

8.1 An APN aspires to have quieter roads where people do not speed, so to encourage more people to walk and cycle. Following a weeklong 24-hour speed count the below shows the 85%ile speed which is the measurable speed used by the council and the police to make decisions to see if physical intervention is necessary. These were cross referenced with collision and volume data.

24  
Hour Average

Road	85% Speed (mph)	Average Speed (mph)
Sutherland Road	<b>29</b>	23.5
Talbot Road	<b>28.7</b>	22.1
Orchard Road	<b>28.6</b>	20.6
Fawcett Road (Old Fawcett Road)	<b>26.7</b>	20.6
Francis Road (north end)	<b>24.3</b>	20

8.2 All the above roads have speeds higher than 24mph, so line with guidance from the police, we proposed to implement measures detailed in 3.15.

## 9 Statutory Speed Hump Consultation

9.1 In accordance with the Highways Act 1980 speed hump notices were advertised for 28 days in the local paper, on street and a statutory speed hump consultation was undertaken with residents between 18<sup>th</sup> August - 15<sup>th</sup> September 2023. This statutory speed hump consultation resulted in 9 representations of support and 2 objections as shown in Appendix D.

9.2 Officers have assessed the objections, and due to the speed on the proposed roads, it is recommended that the council proceed with the speed humps.

9.3 Any suggestions for additional works that were not part of the statutory speed hump consultation will be taken through the Transport Service feasibility process to determine suitability to be included in future schemes or funding bids.

## 10 Integrated impact assessment

10.1 An integrated impact assessment (IIA) has been produced for the Active Pompey Neighbourhood, as found in Appendix E.

10.2 The analysis within the IIA does not identify any significant equalities impacts for the proposed changes. However, ongoing monitoring of the scheme will be important to help identify any potential negative impacts arising from the development of the proposals and will provide key information to update this analysis.

## 11 Legal implications

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

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



- 11.2 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.
- 11.3 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.
- 11.4 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.
- 11.5 There is no statutory requirement to consult before making an ETRO permanent 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.
- 11.6 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 11.7 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 11.7.1 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.
- 11.7.2 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.

11.8 An ETRO may include a provision empowering a specified officer of the authority to modify any provision of the order if it appears to him essential:

- i. In the interests of the expeditious, convenient and safe movement of traffic;
- ii. In the interests of providing suitable and adequate on-street parking facilities; or
- iii. for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

11.9 The power may only be exercised after consulting the appropriate chief officer of police. A statement of the effect of any such modification should also be included with the deposited documents.

11.10 The usual provisions whereby an ETRO can be made permanent without the need for further consultation will not apply if any variation or modification is made more than 12 months after the order was made.

11.11 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

**12 Director of Finance's comments**

12.1 The cost of the TRO will be funded through the Active Pompey Neighbourhoods budget in the Transport Capital Programme approved by Full Council in February 2023.

12.2 Once the results of the TRO consultation are known a paper will be brought back to the Cabinet for Transportation and the recommendations will be appraised for any financial implications.

.....  
Signed by:



**Appendices:**

- Appendix A: Scheme Designs
- Appendix B: Public Consultation
- Appendix C: List of Statutory Consultees
- Appendix D: Statutory Speed Hump Consultation Responses
- Appendix E: Active Pompey Neighbourhood Integrated Impact Assessment (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:

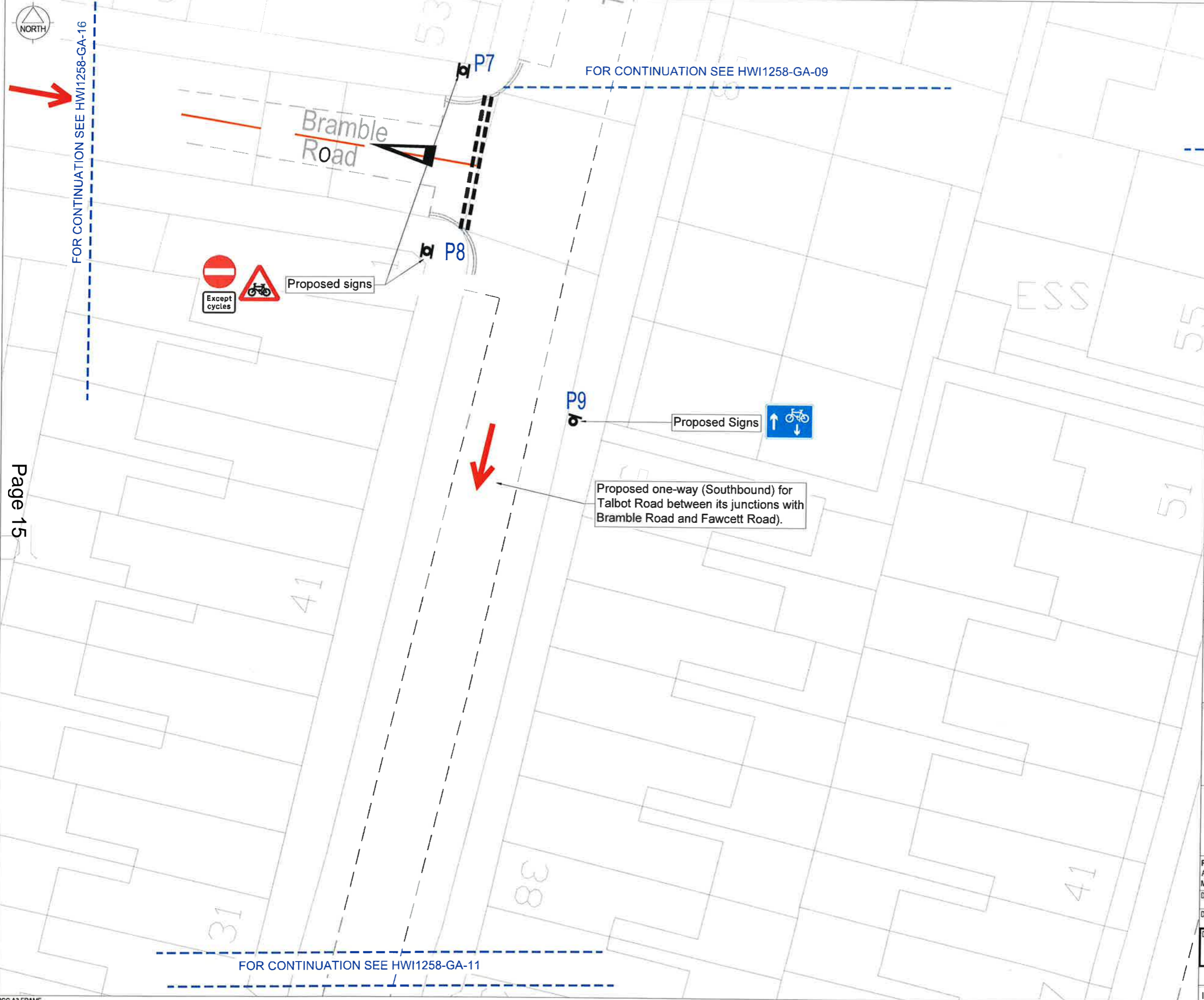
Title of document	Location
Road Traffic Regulation Act 1984	<a href="http://legislation.gov.uk">Road Traffic Regulation Act 1984 (legislation.gov.uk)</a>
The Local Authorities Traffic Orders Procedure	<a href="http://legislation.gov.uk">The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (legislation.gov.uk)</a>
Portsmouth Transport Strategy	<a href="#">Portsmouth Transport Strategy 2021-2038</a>

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

.....  
Signed by:

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- General Notes:
1. All dimensions in meters, unless stated otherwise on drawing. Dimensions to be checked prior to commencement of any work by Engineer on Site. Notify the Engineer of any discrepancies before ordering materials or starting excavation..
  2. Drawing to be printed in colour only. Do not scale from this drawing.
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**FOR INFORMATION**

Rev	Date	Revision Details	Amended	Approved

**Active Pompey Neighbourhoods (APN)**

**Experimental Traffic Regulation Order**

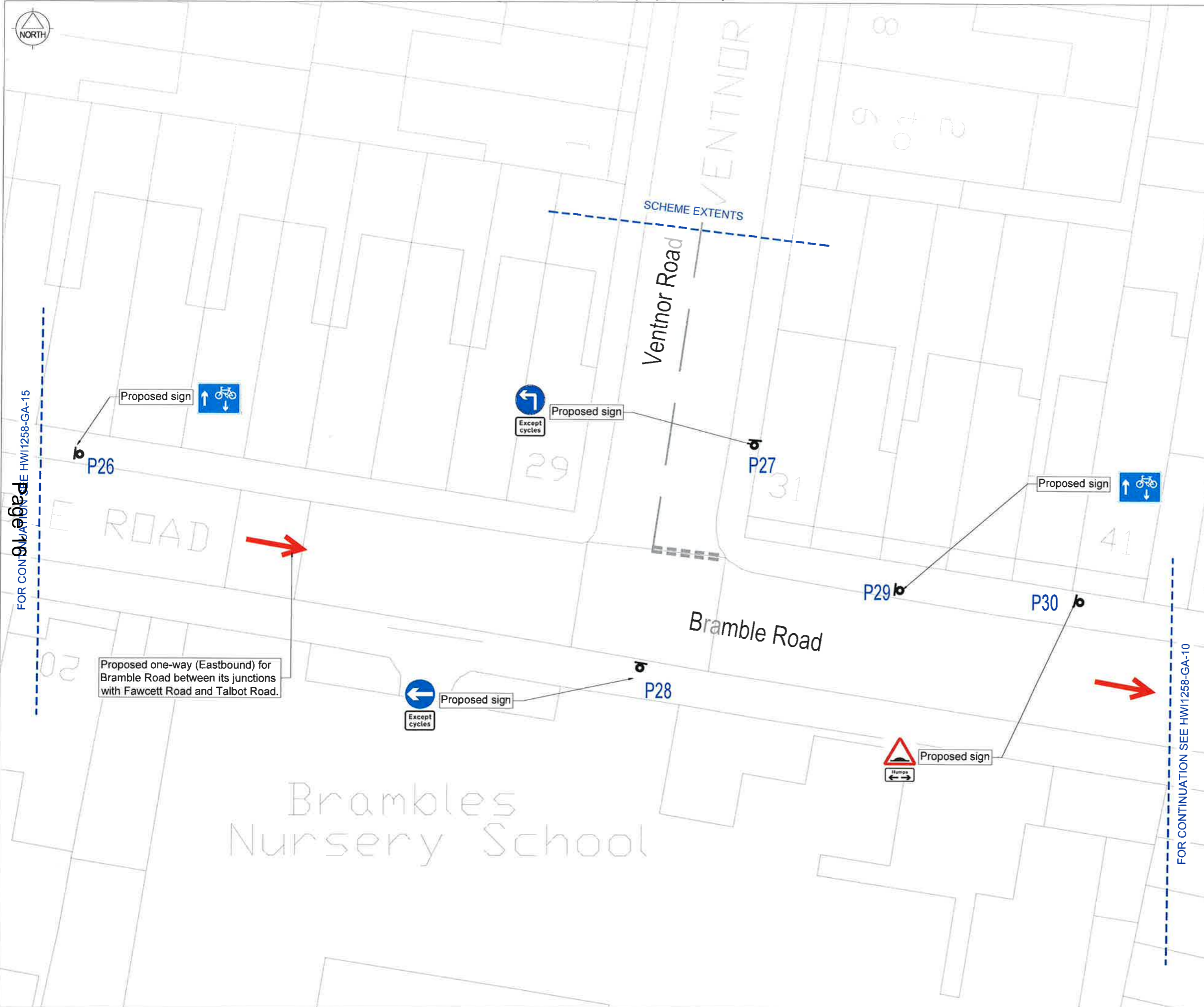


**REGENERATION**  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE

Date: July 2023 Scale: 1:200 @ A2  
Design/Survey by: CM Drawn by: CM Checked by: EA

Drawing No: **HWI1258-ETRO-10** Revision No: **C**

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INFORMATION	* TENDER	AS BUILT



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Rev	Date	Revision Details	Amended	Approved

**Active Pompey Neighbourhoods (APN)**

**Experimental Traffic Regulation Order**

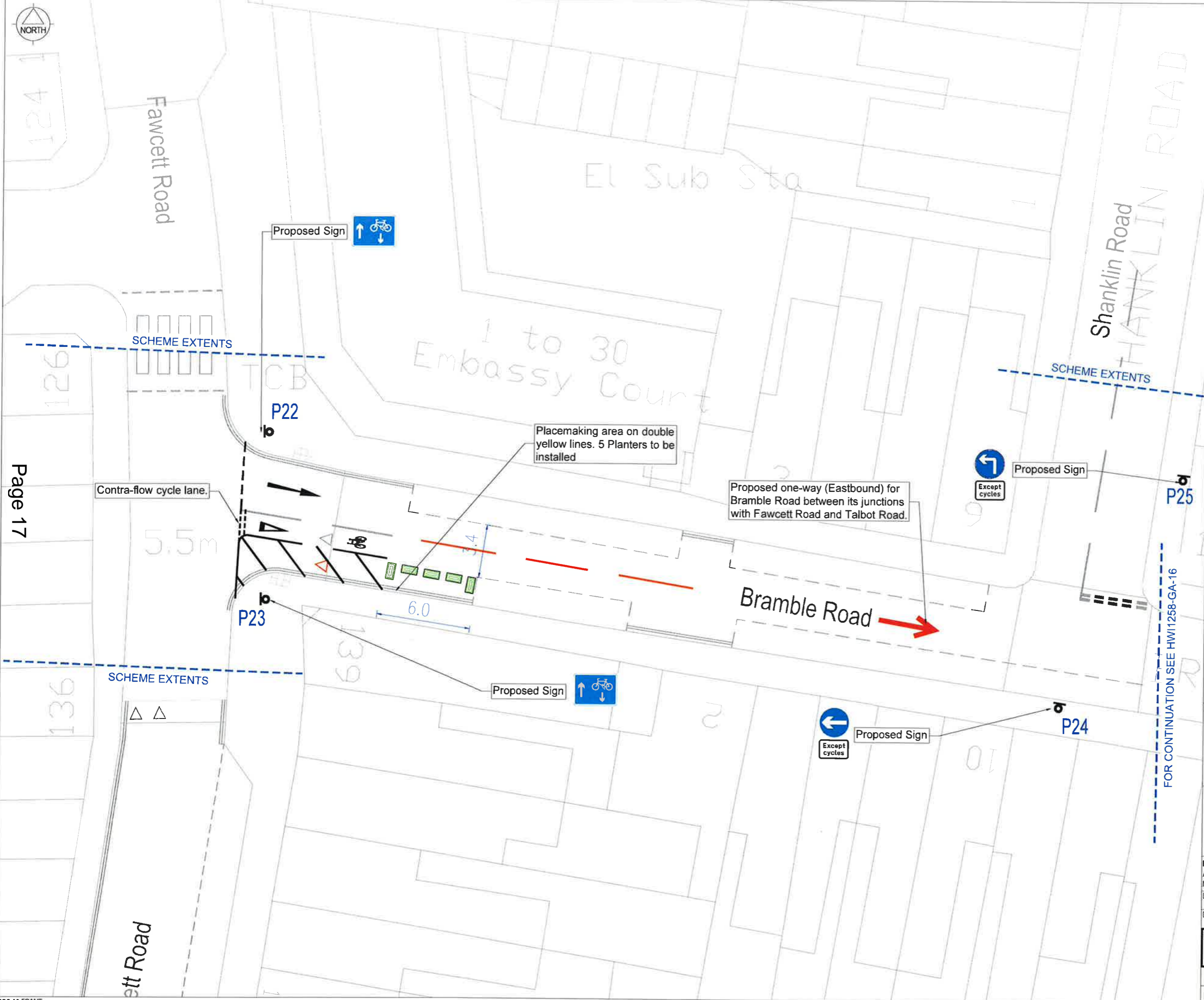


**REGENERATION**  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE

Date	July 2023	Scale	1:200 @ A2
Design/Survey by	CM	Drawn by	CM
Checked by	EA		
Drawing No	<b>HWI1258-ETRO-16</b>	Revision No.	<b>C</b>

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INFORMATION	*	AS BUILT





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FOR INFORMATION

Rev	Date	Revision Details	Amended	Approved

Active Pompey Neighbourhoods (APN)

Experimental Traffic Regulation Order



REGENERATION  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE

Date: July 2023 Scale: 1:200 @ A2  
Design/Survey by: CM Drawn by: CM Checked by: EA

Drawing No: **HWI1258-ETRO-15** Revision No.: **C**

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INFORMATION	* TENDER	AS BUILT



FOR CONTINUATION SEE HWI1258-GA-11

Page 18

SCHEME EXTENTS

Existing parking bay.

House no. 220

Proposed signs



Proposed signs



Parking removal required (2no. parking spaces, 10m total) to create placemaking with planters and bicycle hanger.



Proposed signs



Proposed one-way (southbound) for Talbot Road between its junctions with Bramble Road and Fawcett Road.

Proposed signs



Proposed signs



Proposed signs



Proposed signs



Talbot Road

Fawcett Road

P15

P14

P13

P12

P10

P11

P16

NO ENTRY

4/9

5.2m

2.05

10.0

- General Notes:
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Rev	Date	Revision Details	Amended	Approved

Project  
Active Pompey Neighbourhoods (APN)

Drawing Title  
Experimental Traffic Regulation Order



REGENERATION  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE

Date July 2023 Scale 1:200 @ A2  
Design/Survey by CM Drawn by CM Checked by EA

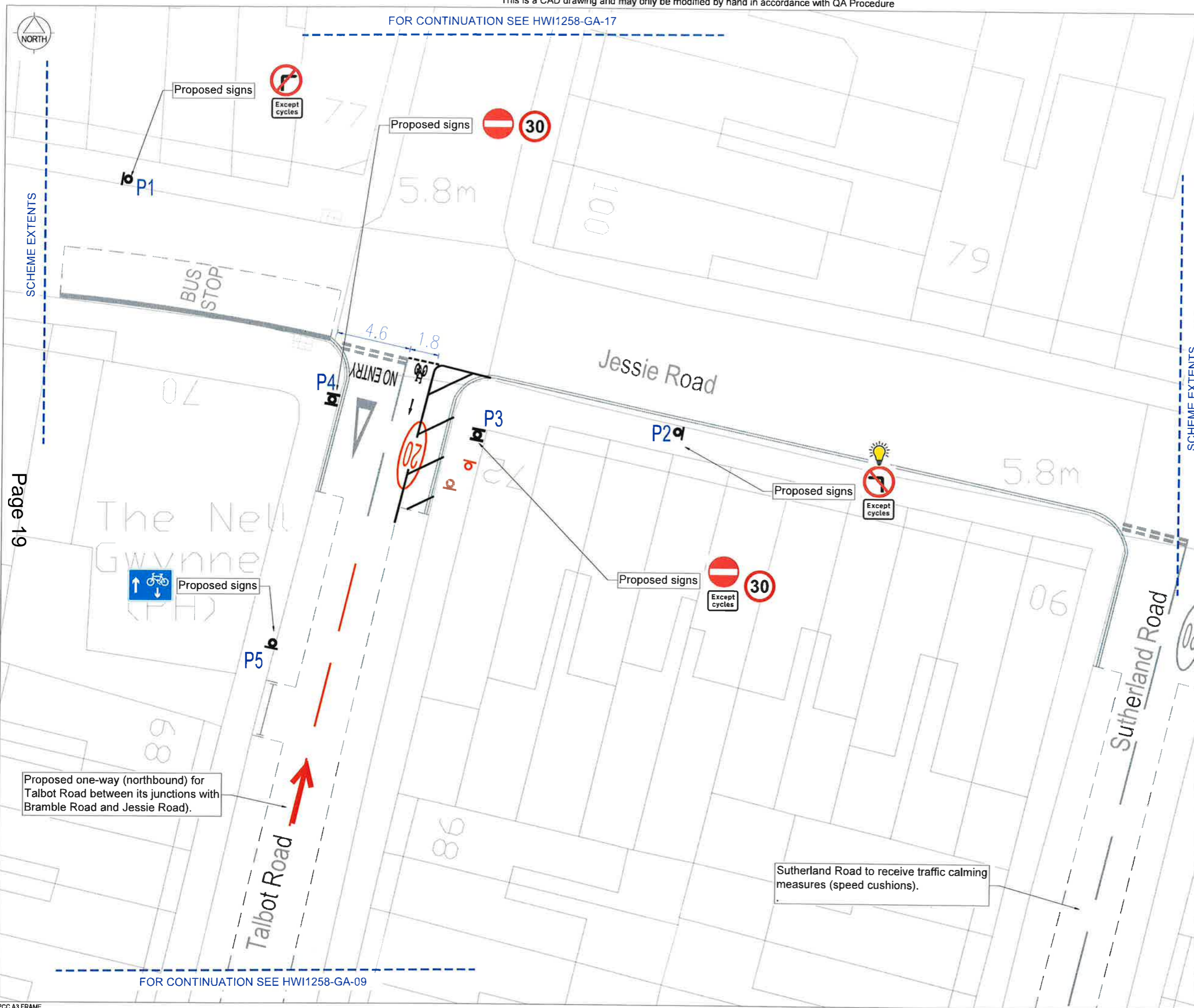
Drawing No. **HWI1258-ETRO-12** Revision No. **C**

FEASIBILITY	DRAFT	CONSTRUCTION
INFORMATION	* TENDER	AS BUILT

FOR CONTINUATION SEE HWI1258-GA-13



FOR CONTINUATION SEE HWI1258-GA-17



General Notes:

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2. Drawing to be printed in colour only. Do not scale from this drawing.
3. New construction levels & road markings to tie into existing.
4. All works are to be carried out in accordance with PCC standard details unless noted otherwise.
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**FOR INFORMATION**

Rev	Date	Revision Details	Amended	Approved

Project  
**Active Pompey Neighbourhoods (APN)**

Drawing Title  
**Experimental Traffic Regulation Order**



REGENERATION  
 Assistant Director (Infrastructure)  
 Martin Lavers BSc CEng MICE  
 Date: July 2023 Scale: 1:200 @ A2  
 Design/Survey by: CM Drawn by: CM Checked by: EA

Drawing No. **HWI1258-ETRO-08** Revision No. **C**

FEASIBILITY	DRAFT	CONSTRUCTION
INFORMATION	* TENDER	AS BUILT

FOR CONTINUATION SEE HWI1258-GA-09



FOR CONTINUATION SEE HWI1258-GA-08

House Number 73  
(50m north from  
Bramble Road  
junction).

Parking bay.



P19

Page 20

Proposed one-way (northbound) for  
Talbot Road between its junctions with  
Bramble Road and Jessie Road).



House Number 61 (80m south  
from Jessie Road junction).

Parking bay.

FOR CONTINUATION SEE HWI1258-GA-10

FOR CONTINUATION SEE HWI1258-GA-11

- General Notes:
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  2. Drawing to be printed in colour only. Do not scale from this drawing.
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**FOR INFORMATION**

Rev	Date	Revision Details	Amended	Approved

Active Pompey  
Neighbourhoods (APN)

Experimental  
Traffic Regulation Order



REGENERATION  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE  
Date July 2023 Scale 1:200 @ A2  
Design/Survey by CM Drawn by CM Checked by EA

Drawing No. **HWI1258-ETRO-09** Revision No. **C**

FEASIBILITY	DRAFT	CONSTRUCTION
INFORMATION	* TENDER	AS BUILT





FOR CONTINUATION SEE HWI1258-GA-10

FOR CONTINUATION SEE HWI1258-GA-09

House Number 17  
(70m south from  
Ramble Road  
junction) .

Proposed one-way (southbound) for  
Talbot Road between its junctions with  
Bramble Road and Fawcett Road).

Parking bay.

House Number 25 (80m north  
from Fawcett Road junction) .

Parking bay.

Talbot Road

Sutherland Road

- General Notes:
1. All dimensions in meters, unless stated otherwise on drawing. Dimensions to be checked prior to commencement of any work by Engineer on Site. Notify the Engineer of any discrepancies before ordering materials or starting excavation.
  2. Drawing to be printed in colour only. Do not scale from this drawing.
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**FOR INFORMATION**

Rev	Date	Revision Details	Amended	Approved

Active Pompey  
Neighbourhoods (APN)

Experimental  
Traffic Regulation Order



**REGENERATION**  
Assistant Director (Infrastructure)  
Martin Lavers BSc CEng MICE  
Date: July 2023 Scale: 1:200 @ A2  
Design/Survey by: CM Drawn by: CM Checked by: EA

Drawing No: **HWI1258-ETRO-11** Revision No: **C**

FEASIBILITY	DRAFT	CONSTRUCTION
INFORMATION *	TENDER	AS BUILT

FOR CONTINUATION SEE HWI1258-GA-12

FOR CONTINUATION SEE HWI1258-GA-13

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# Active Pompey Neighbourhoods Central Southsea – online consultation report

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Research and Engagement, Corporate Services



# Introduction

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## Background and methodology

The Active Pompey Neighbourhoods scheme (APN) aims to develop quieter, safer and greener neighbourhoods where walking and cycling take priority over motor vehicles. An area in central Southsea was selected to be Portsmouth's first APN as a response to local people's concerns about speeding, congestion and anti-social driver behaviour.

The council held an information consultation in the Autumn of 2022 asking residents opinions on how the council could improve their roads, and what would encourage more walking and cycling. The Council also undertook speed and volume traffic surveys.

Using this information designs have been developed for specific roads which address speeding, congestion and anti-social driver behaviour. This consultation sought feedback on these designs from people who live and visit the area.

An online survey was launched on Monday 6 March 2023 and closed on Sunday 2 April 2023.

## Aims

The main aims of the research were to:

- Understand the opinions of residents living in the APN area about the proposed design plans
- Understand the opinions of people who regularly visit the proposed APN area to the design plans
- Collect residents' and visitors' opinions on how to use spaces created by the proposed road layout

## Response rate

**In total the survey received 867 responses.** Assuming a total population of 170,818 (the latest 2021 census data from the Office for National Statistics for people aged 16+ in Portsmouth), this volume of responses ensures a 95% confidence level with a margin of error of 3%, well within acceptable parameters.

## Respondent profile

There is good representation of all age groups from ages 25+, with the vast majority being aged 35 and over. The majority of respondents do not have a disability or use any mobility supports or aids.

Just under half of respondents live or have a business in the Active Pompey Neighbourhood (APN) area, with most residents living in Orchard Road or Devonshire Avenue. Most of the APN area falls within the PO4 boundary, bordering PO5 to the west – the majority of respondents live within these postcode areas.

## Overall

Overall, respondents and impacted residents generally agree with the proposals. Restricting access to Orchard Road is the only proposal where most of the impacted residents disagree with the proposal.

Generally, respondents tend to agree with the proposals as they feel they will slow traffic, reduce congestion, and will make the area better for people to walk and cycle. Resistance to the proposals is often due to a feeling that the changes are unnecessary, not wanting to lose parking, or concerns about displaced traffic and congestion.

When considering creative spaces, most respondents are in favour of adding more plants and greening in the area, followed by places for people to sit or bicycle parking, although many respondents are hesitant to lose parking to create these spaces.

Around half of respondents would like to sign up to the newsletter and just over a fifth would be interested in participating in community greening for creative spaces.

## Orchard Road

Just over half of respondents agree with restricting vehicle access to Orchard Road, whilst 39% disagree. A lower proportion of Orchard Road residents agree with the proposal – just under a quarter, whilst two thirds disagree.

## Francis Avenue

60% of respondents agree with the proposed junction closure, whilst a fifth would make some changes. A similar proportion of Francis Avenue residents agree with the proposal, but over a third would make changes. Two thirds of respondents agree with adding two sets of speed cushions to Francis Avenue; this rises to 80% for Francis Avenue residents.

## Bramble Road/ Talbot Road

Around two thirds of respondents agree with making Bramble Road one-way; 60% of impacted residents agree, whilst a quarter would make changes. Two thirds of respondents also agree with the proposals to make Talbot Road one-way north from Bramble Road to Jessie Road and south from Bramble Road to Fawcett Road. Impacted residents are slightly more in favour of the proposal to make Talbot Road north from Bramble Road. Most respondents agree with bicycles being able to travel both ways along these roads, although just under half of impacted residents agree with this.

## Sutherland Road/ Fawcett Road

The majority of respondents agree with adding speed humps to Sutherland Road and Fawcett Road, whilst around a quarter disagree. Sutherland Road residents are more in favour of adding speed humps to their road than Fawcett Road residents are – less than half of Fawcett Road residents agree with adding speed humps to Fawcett Road.

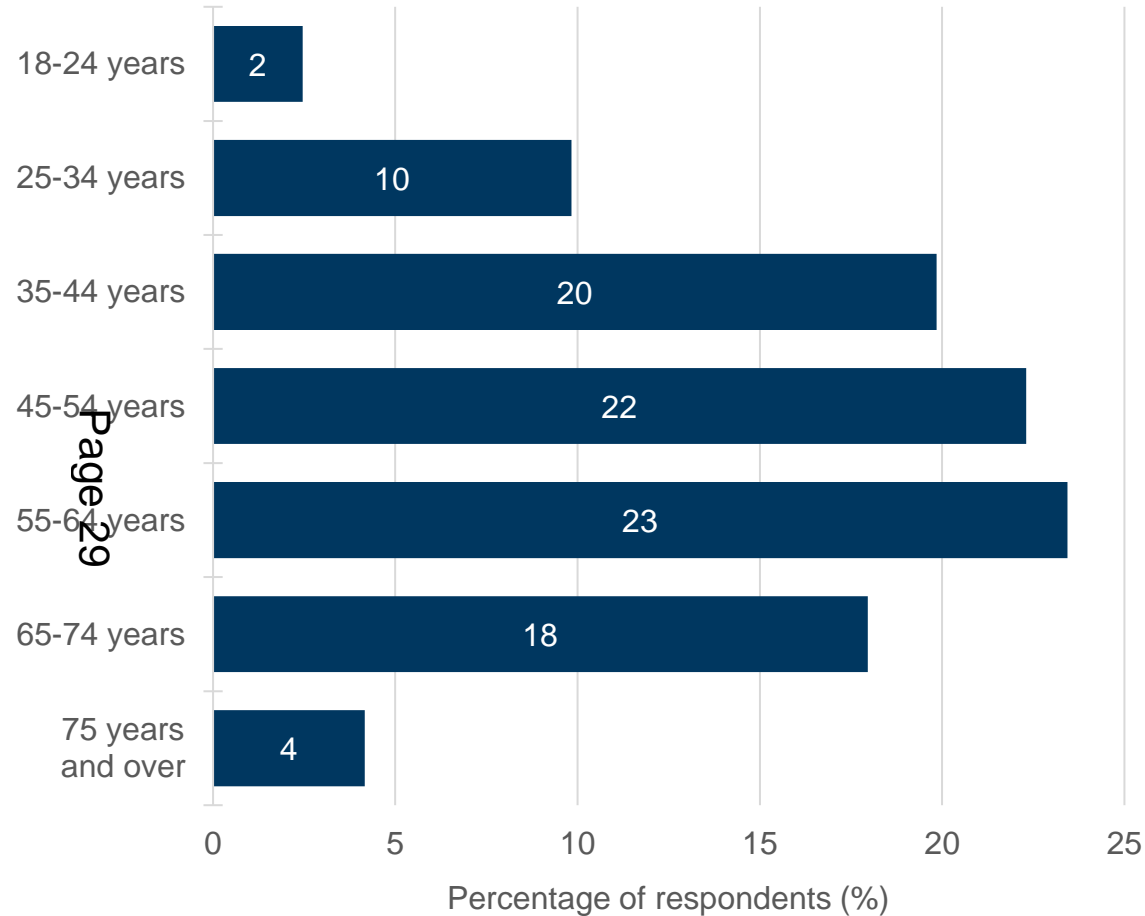


# Who we engaged with

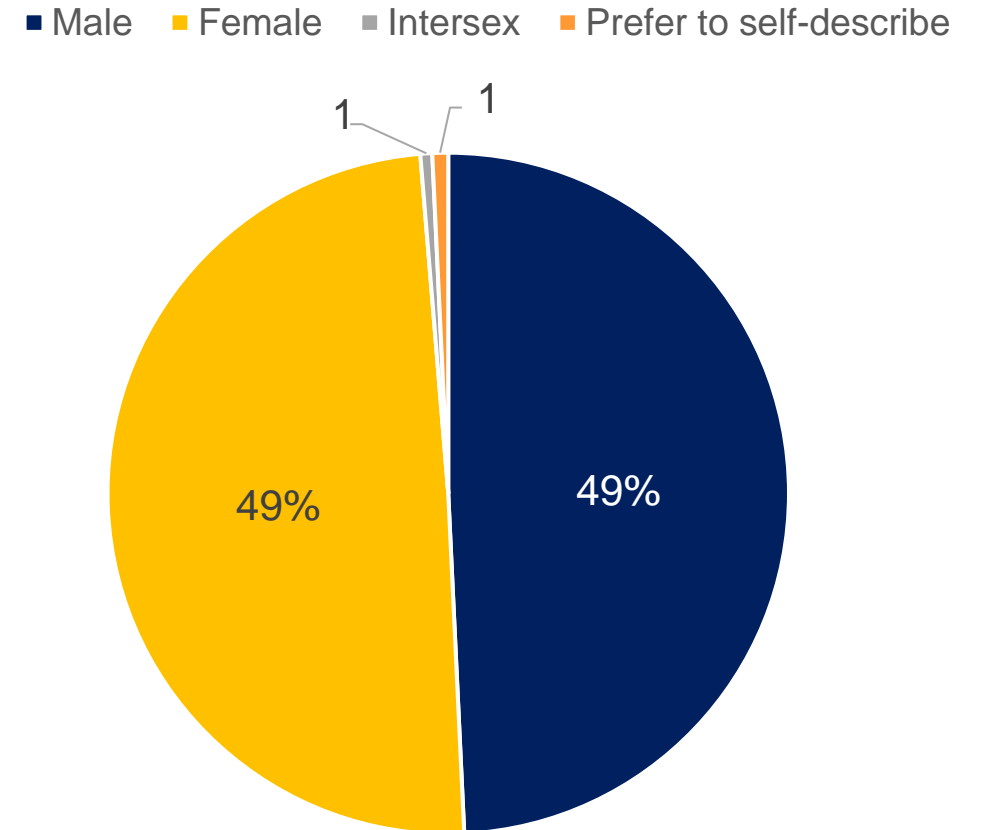
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# Age and sex

Q: 'What is your age group?' | Base: Total sample (529)



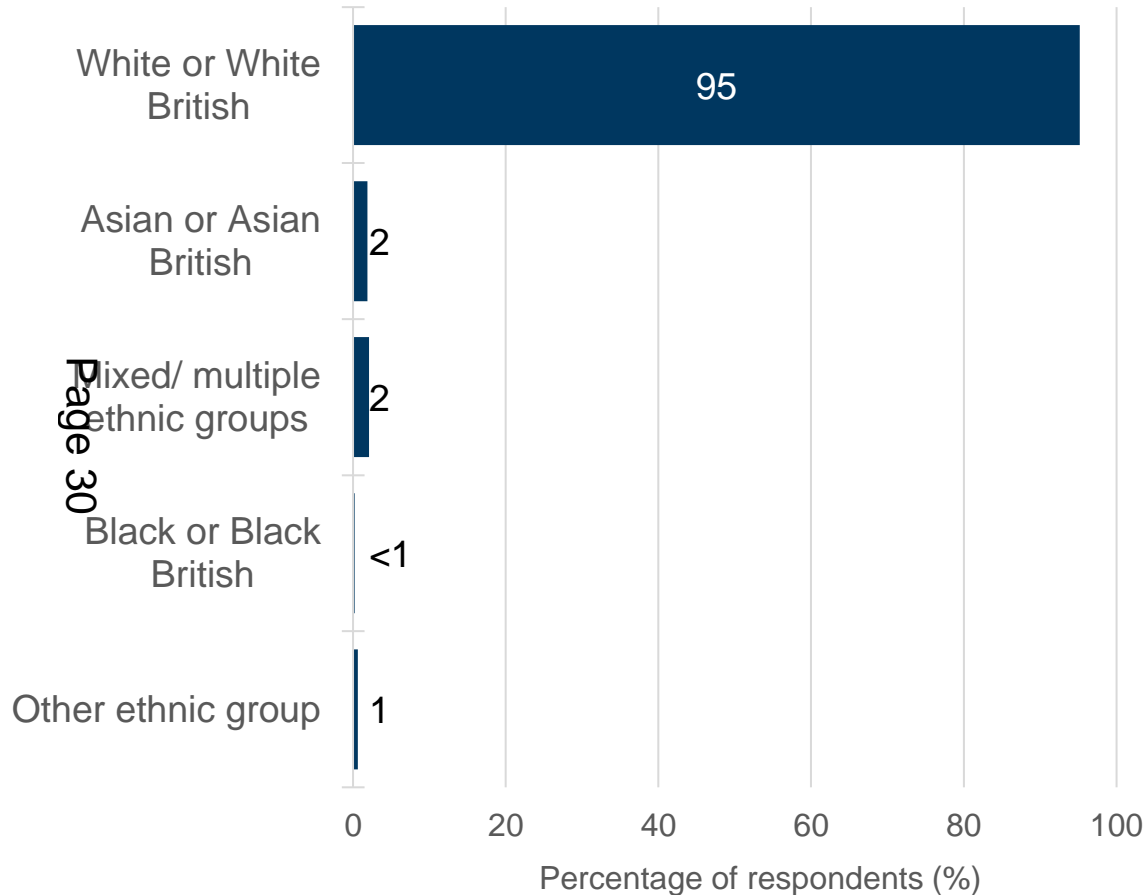
Q: 'What is your sex?' | Base: Total sample (534)



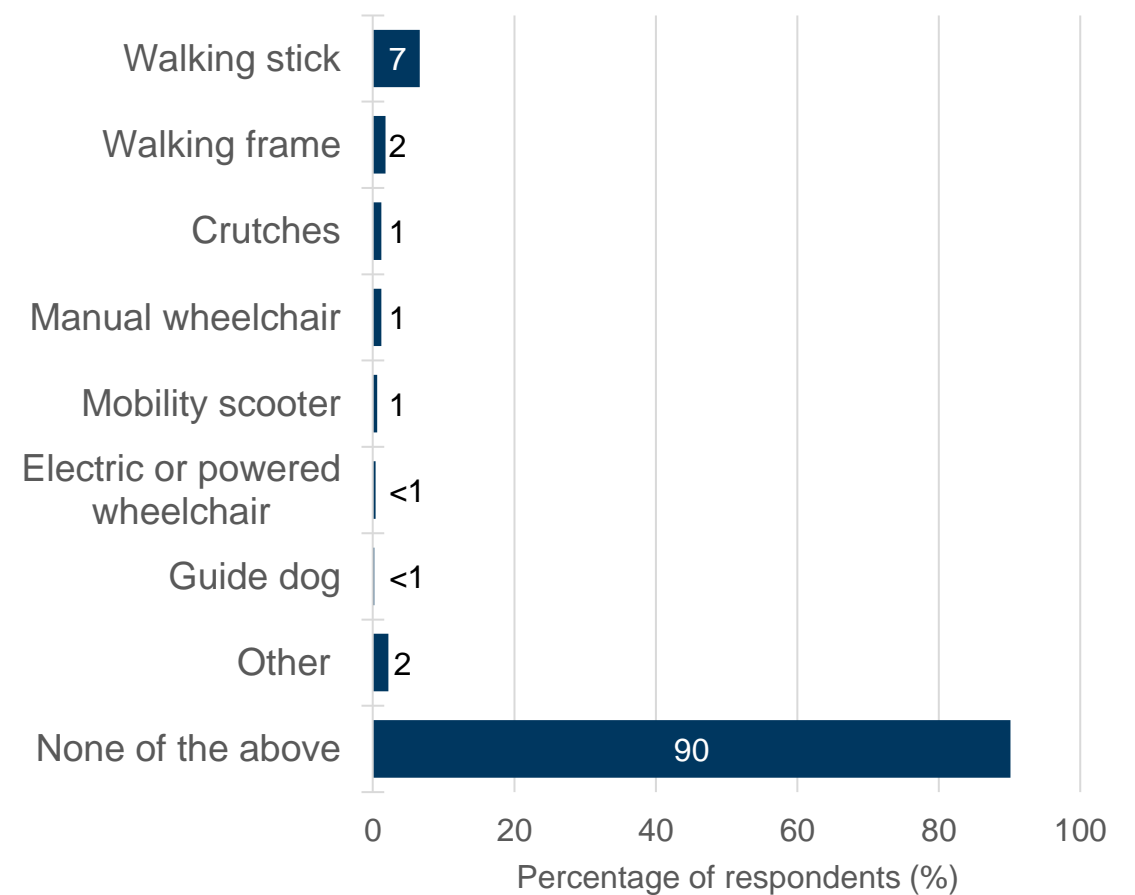
- There is good representation of all age groups from ages 25+, with the vast majority being aged 35 and over (87%)
- There is an even split of male and female respondents, whilst 1% each are intersex or prefer to self-describe as non-binary

# Ethnicity and support aids

Q: 'Which ethnic group do you belong to?' | Base: Total sample (477)



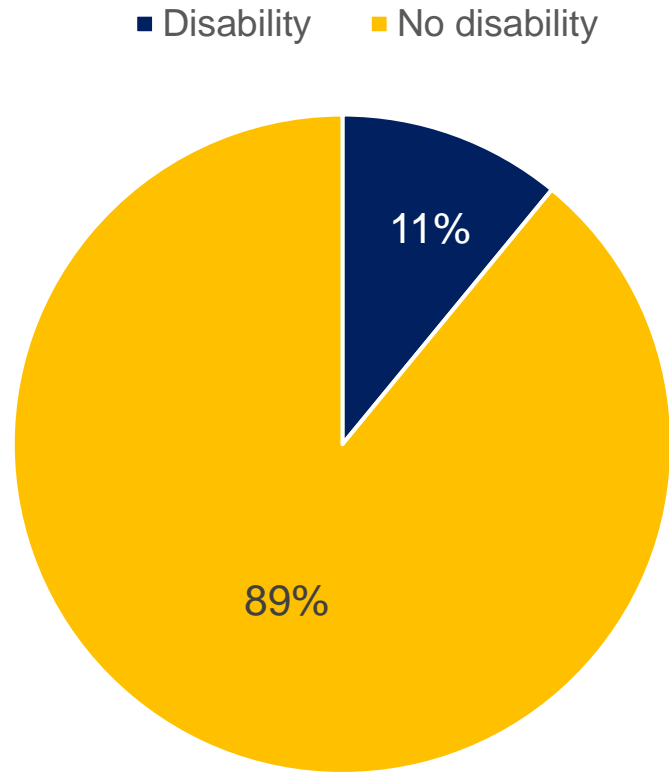
Q: 'Do you use any of the following supports/aids?' | Base: Total sample (497)



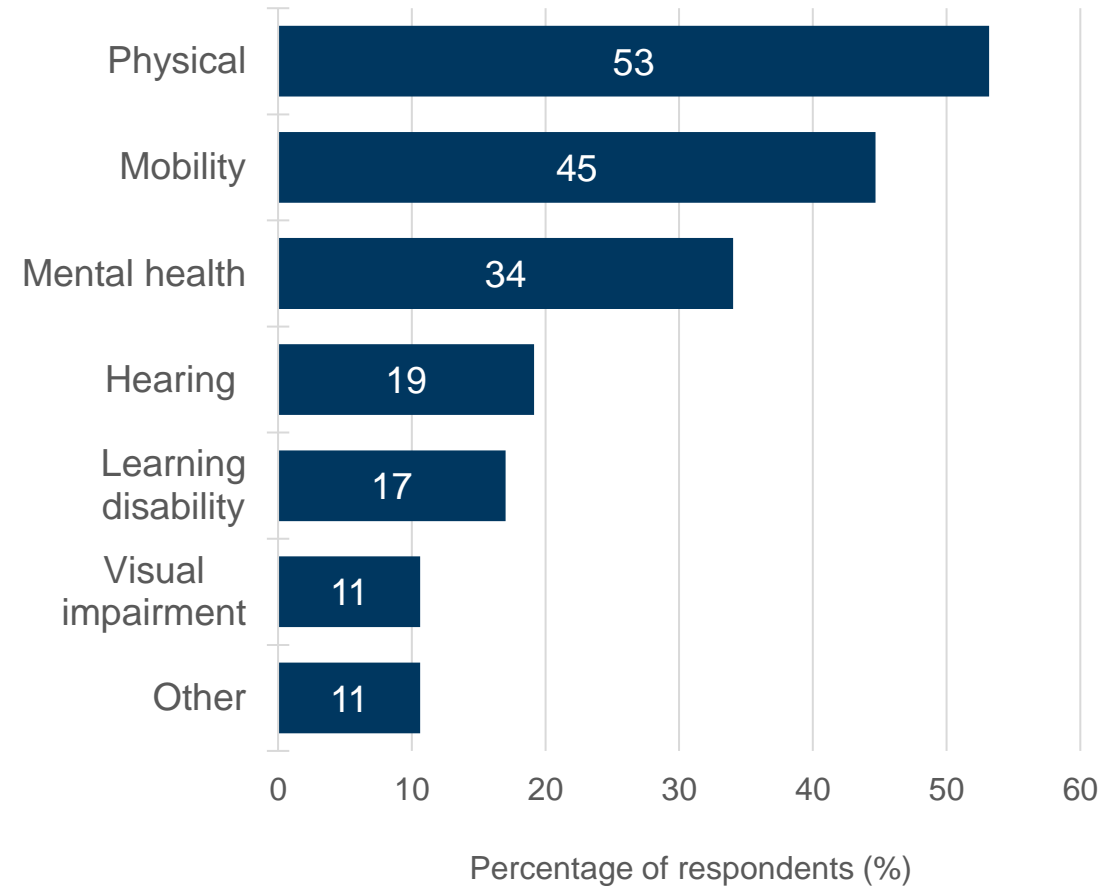
Page 30

- The vast majority of respondents are White or White British (95%), whilst smaller proportions are Asian or Asian British, from mixed/ multiple ethnic groups, or Black or Black British
- Most respondents do not use any supports or aids (90%). The most common supports used by respondents are walking sticks (7%) or a walking frame (2%)

Q: **'Do you consider yourself to have a disability under the Equality Act 2010?'** | Base: Total sample (493)



Q: **'What type of disability do you have?'** | Base: Those with a disability (47)



- The majority of respondents do not have a disability (89%), whilst 11% do
- The most common disabilities are physical disabilities (53%) or mobility issues (45%)



# Who we engaged with – in the trial area

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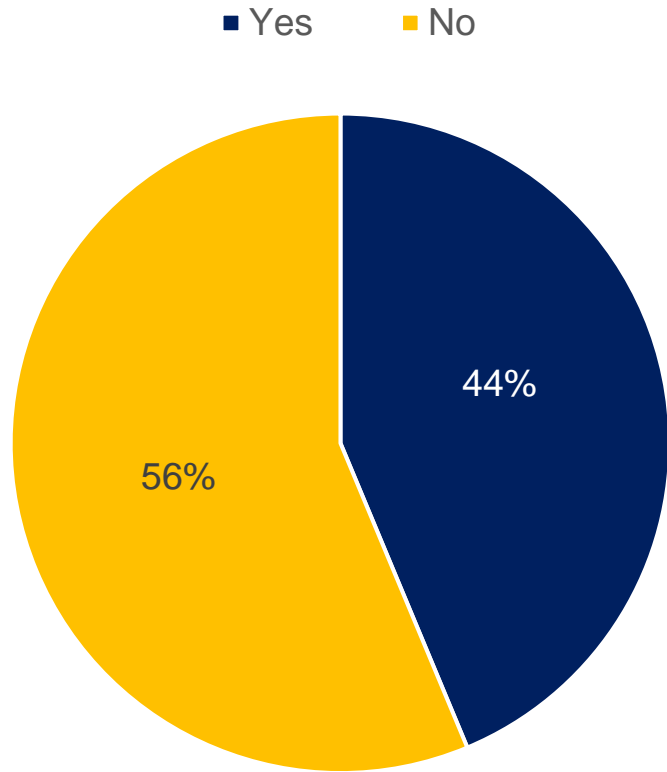


# Map of the trial area



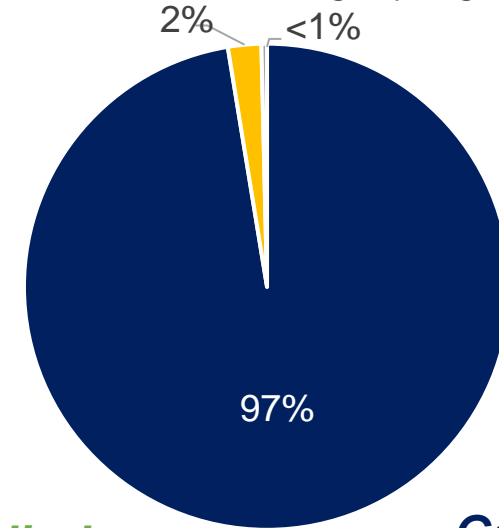
# Relation to the trial area and respondent type

Q: **'Do you live in or have a business in the APN area, Devonshire Avenue, or Campbell Road?'** | Base: Total sample (867)



Q: **'Are you responding on behalf of a business or group?'** | Base: Total sample (813)

■ Myself, as an individual ■ A business ■ A group, organisation, or school



*Orchard Blinds*

*Garbos Hair*

*Paula's Past & Present*

*Fernhurst Junior School*

*Southern Aerial Communications Limited*

*Dress code*

*Hackney Carriage*

*Jade Mountain Bookshop*

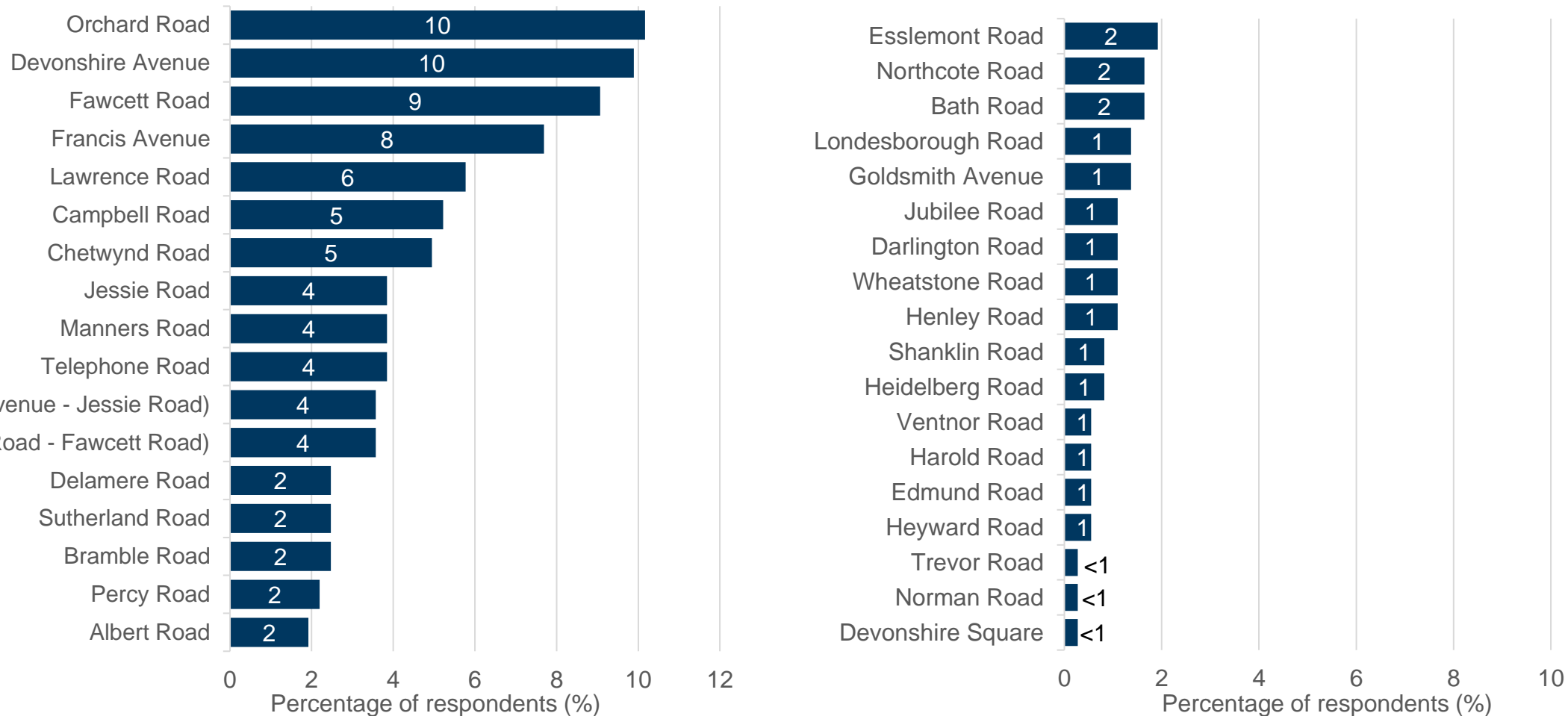
*China Massage*

*Aqua Cars Limited*

- Just under half of respondents live or have a business in the Active Pompey Neighbourhood area, or one of the named surrounding roads
- The vast majority of respondents were responding on behalf of themselves (97%), whilst 2% were responding on behalf of a business and 1% were responding on behalf of a group, organisation, or school

# Respondents in the trial area

Q: **'Which road do you live/ have a business on?'** | Base: Those who live or have a business in the APN area (364)

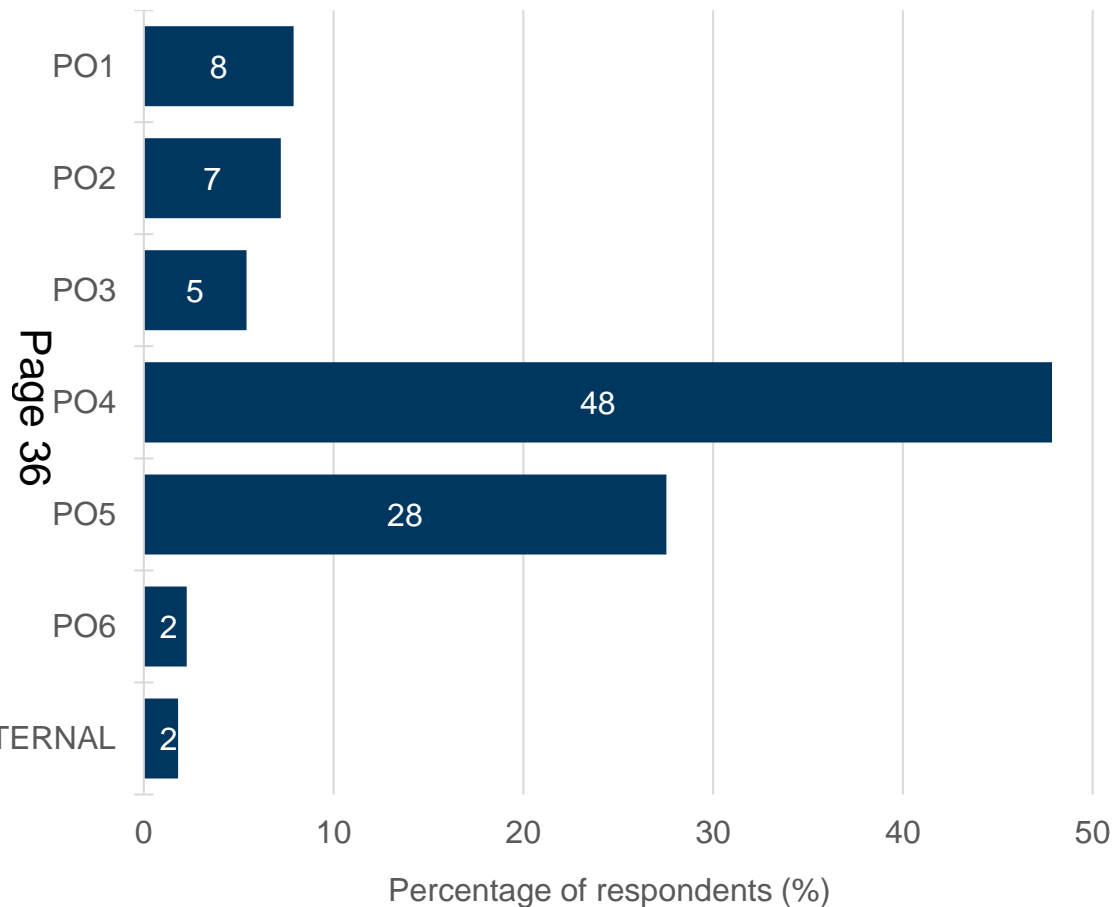


Page 35

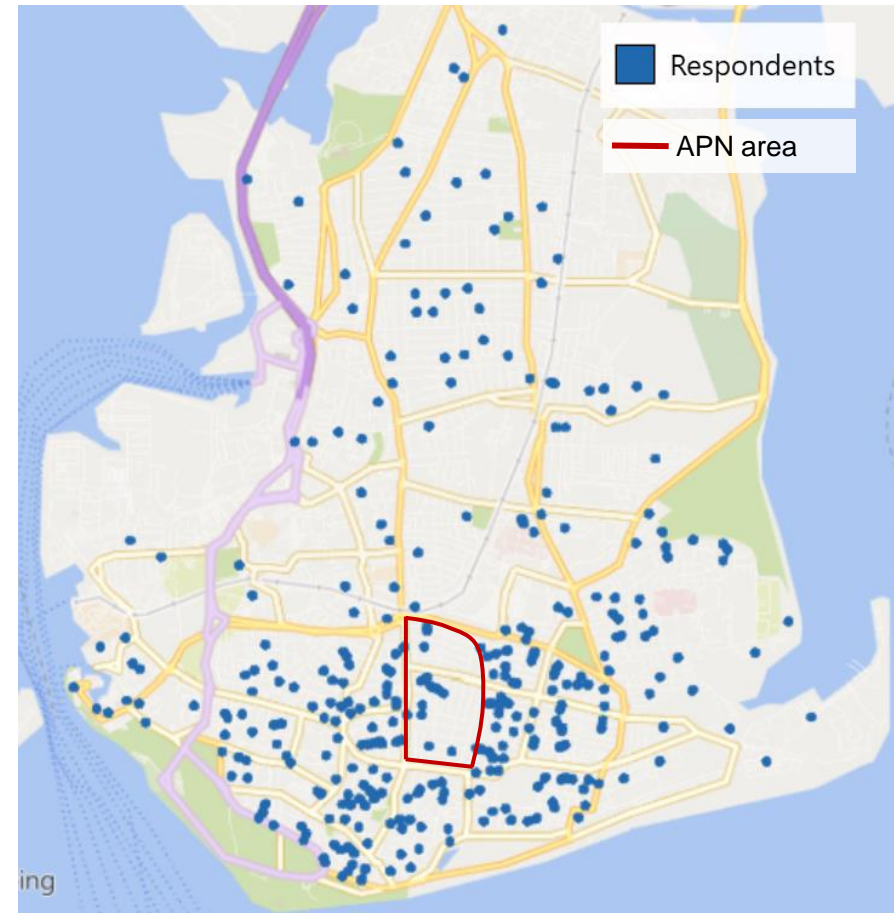
- Around a tenth of respondents from the trial area live or have a business in Orchard Road, Devonshire Avenue, or Fawcett Road
- Over 5% live or have a business on Francis Avenue, Lawrence Road, Campbell Road, or Chetwynd Road

# Respondents outside the trial area

Q: **'What is your postcode?'** | Base: Respondents who do not live or have a business in the trial area (443)



Postcode map Red = Active Pompey Neighbourhood area



- Nearly half of respondents live in PO4 (48%), whilst 28% live in PO5 (28%). The majority of the Active Pompey Neighbourhood (APN) area falls within the PO4 district, bordering PO5 to the west
- This map shows the distribution of respondents who live in or near the APN area. The majority of respondents are clustered in the surrounding area of the APN



# Findings

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# Map of the trial area with proposed changes





# Orchard Road

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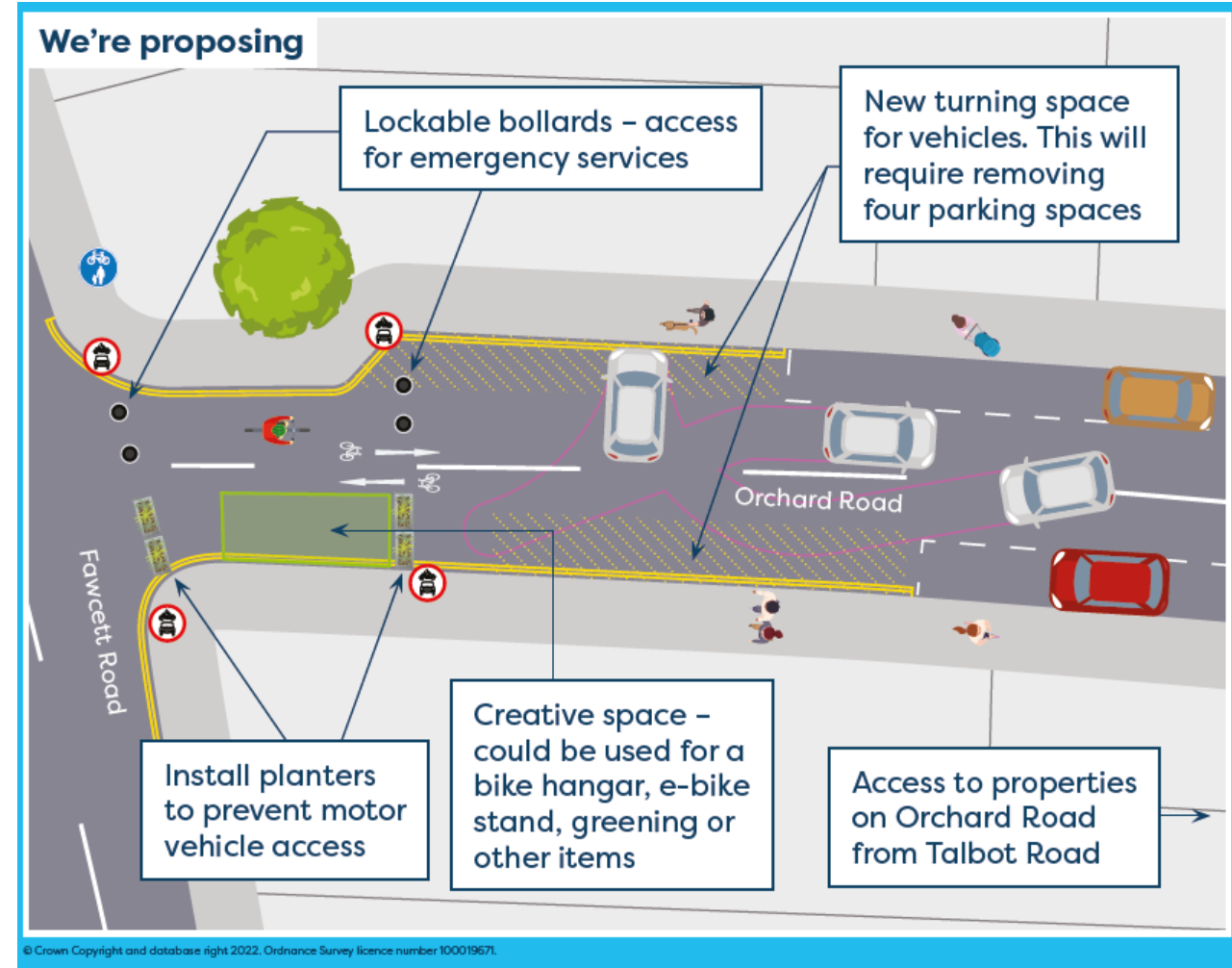
# Proposed changes in Orchard Road

## Previous consultation revealed the following issues:

- There is often too much traffic for a residential street
- Vehicles go over the 20mph speed limit

## This design proposes to:

- Restrict vehicle access to Orchard Road from Fawcett Road. People will still be able to drive into the road from Talbot Road to the east.
- Keep walking and cycling access to Orchard Road from Fawcett Road
- Add a new turning space for vehicles. This will require removing four parking spaces. *Note that it will not be possible to keep the road as two-way without the turning head*
- Use road space in creative ways\*

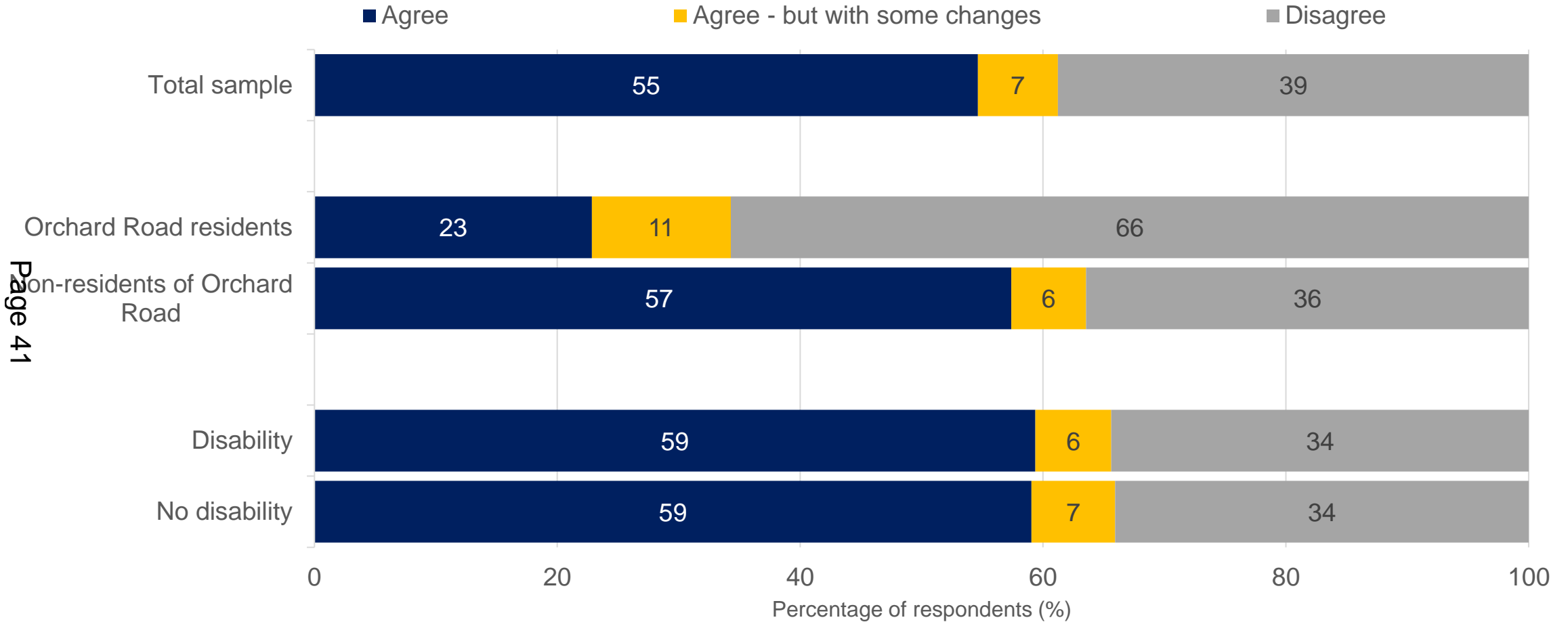


\*This space could be used for greening, cycle storage, cycle parking or seating



# Orchard Road – levels of agreement

Q: **'What are your thoughts about restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Total sample – from top to bottom (441) | (35), (406) | (32), (276)

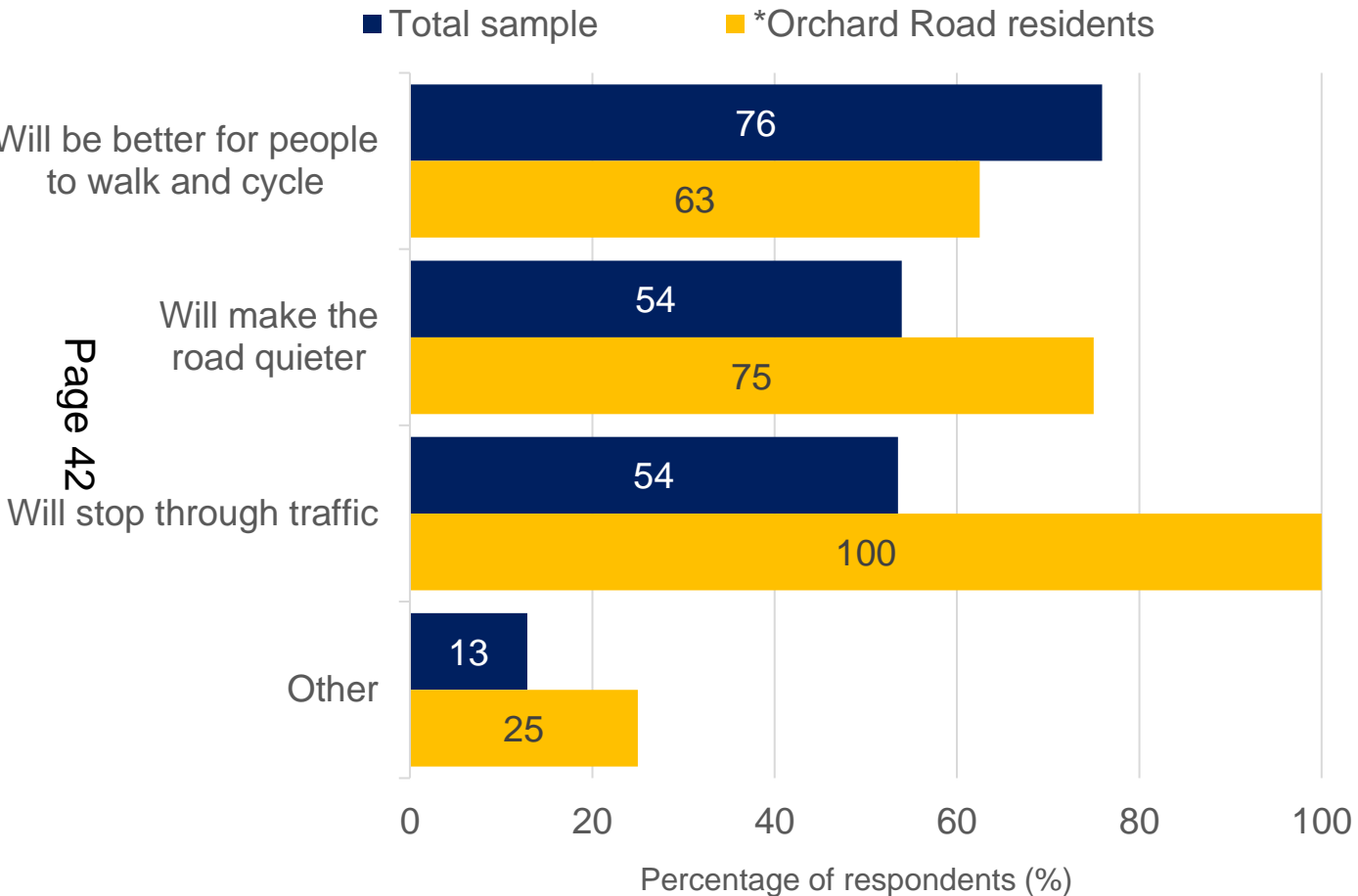


Page 41

- Just over half of respondents agree with restricting vehicle access to Orchard Road from Fawcett Road, 7% agree but with some changes, whilst 39% disagree with this proposal. This does not appear to be affected by whether respondents have a disability
- However, two thirds of respondents living on Orchard Road disagree with the proposal, whilst just under a quarter agree (23%) and 11% agree but with some changes

# Orchard Road – agree

Q: **'Why do you agree with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who agree – total sample (241) | Orchard Road residents (8\*) \*Caution small base



Responses for 'other'	%
Will make the road safer	5
Will reduce speeding/ use as a rat run	2
Will reduce traffic congestion/ improve traffic flow	2
Should reduce pollution/ improve air quality	2
Should improve the general environment of the road	1
Other	1

*"Will hopefully stop speeding."*

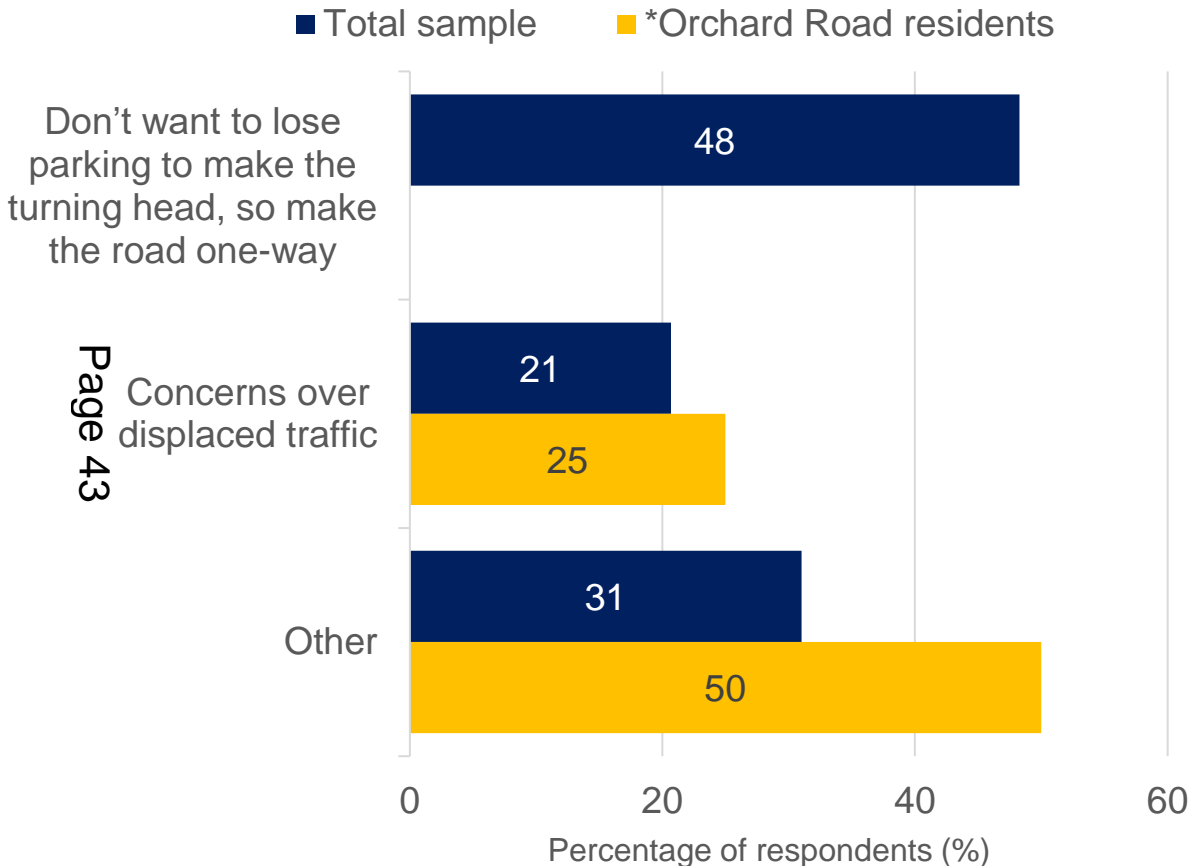
*"It will stop Orchard Road becoming a 'rat run' for speeding vehicles."*

- Orchard Road residents

- Of those who agree with restricting vehicle access to Orchard Road, just over three quarters of respondents feel it will be better for people to walk and cycle
- Orchard Road residents\* largely agree with restricting access as they feel it will stop through traffic and as it will make the road quieter

# Orchard Road – agree but with some changes

Q: **'Why do you agree – but with some changes with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who agree, but with some changes – total sample (29\*) | Orchard Road residents (4\*) \*Caution small base



## Responses for 'other'

Concerns over lost parking

Prioritise pedestrians more in design

Suggestion of temporary barriers for a pilot scheme

*"I live at the other end of Orchard Road so mostly just concerned this pushes more traffic through the Talbot Road entry which can be a bit tricky already [...] I'd prefer the closure at the Lidl end of Orchard road as it would help reduce traffic on that dangerous corner, make it safer to cross near the schools."*

*"Maybe some temporary barriers during a pilot scheme, I'm concerned what the impact on the top of Talbot Rd might be?"*

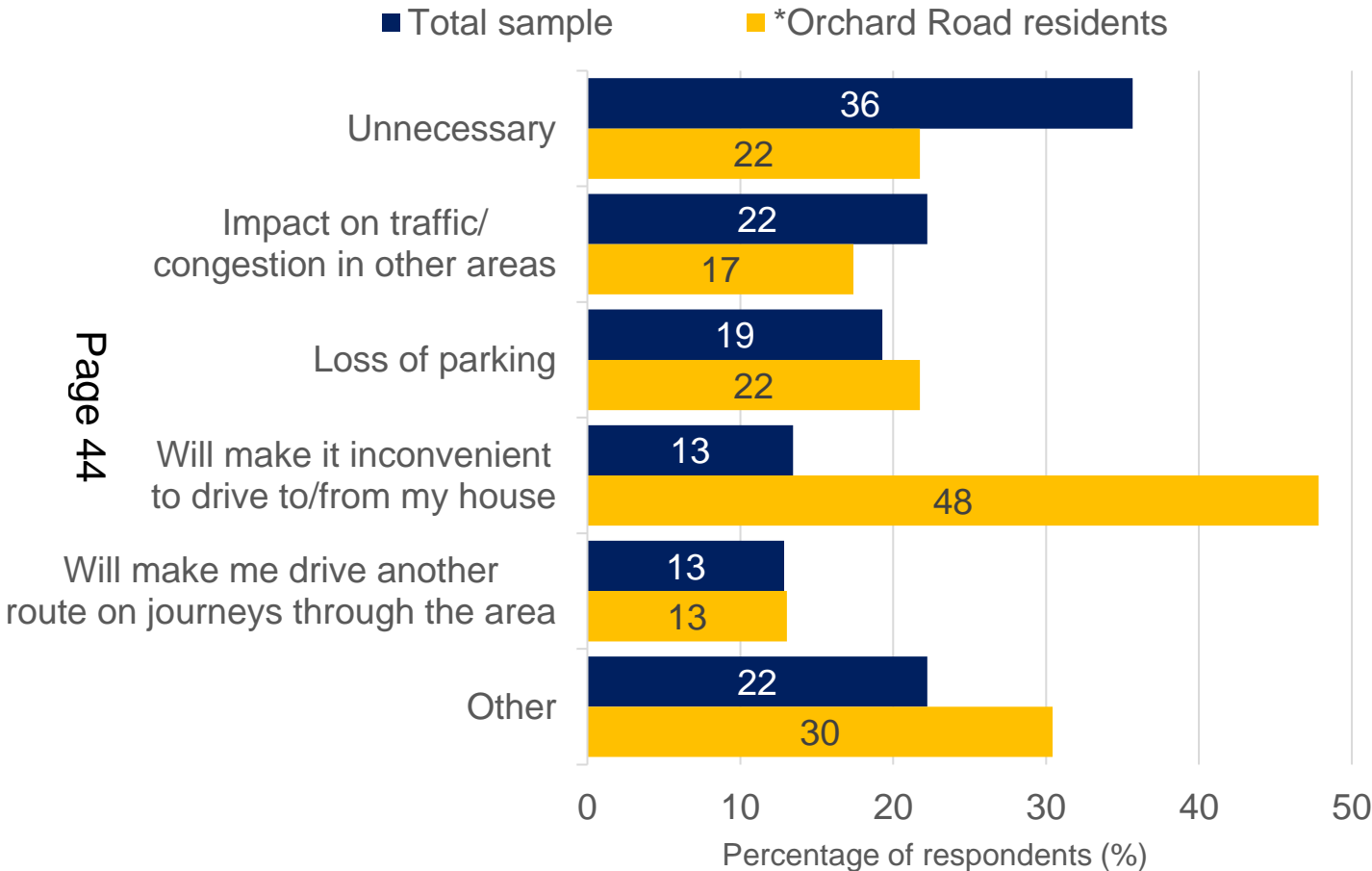
- Orchard Road residents

- Of respondents who agree with the proposal but would make some changes, just under half do not want to lose parking to make the turning head, so believe the road should be made one-way (48%)
- Around a fifth of respondents (and a quarter of Orchard Road residents) have concerns over displaced traffic in the surrounding roads
- Other reasons respondents agree but with some changes include concerns over the proposed loss of parking spaces and a suggestion to prioritise pedestrians

\*Caution should be taken interpreting these results due to small bases

# Orchard Road – disagree

Q: **'Why do you disagree with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who disagree – total sample (171) | Orchard Road residents (23\*) \*Caution small base



Responses for 'other'	%
Make the road one-way	6
Will impact businesses	3
Orchard Road wider than others – can accommodate two-way traffic better	3
Will cause extra pollution	2
Waste of funds	1
Other	8

*"Will have a severe impact on the businesses and residents in Orchard Road & neighbouring roads."*

*"I would be more in favour of speed bumps on Orchard Rd than restrict vehicle access to. Orchard is the widest road which joins into Talbot, what will happen [?] Telephone and Manners Road will be taking on the extra vehicles [...] Even a properly designed one way system would be better than just close one end of one street."*

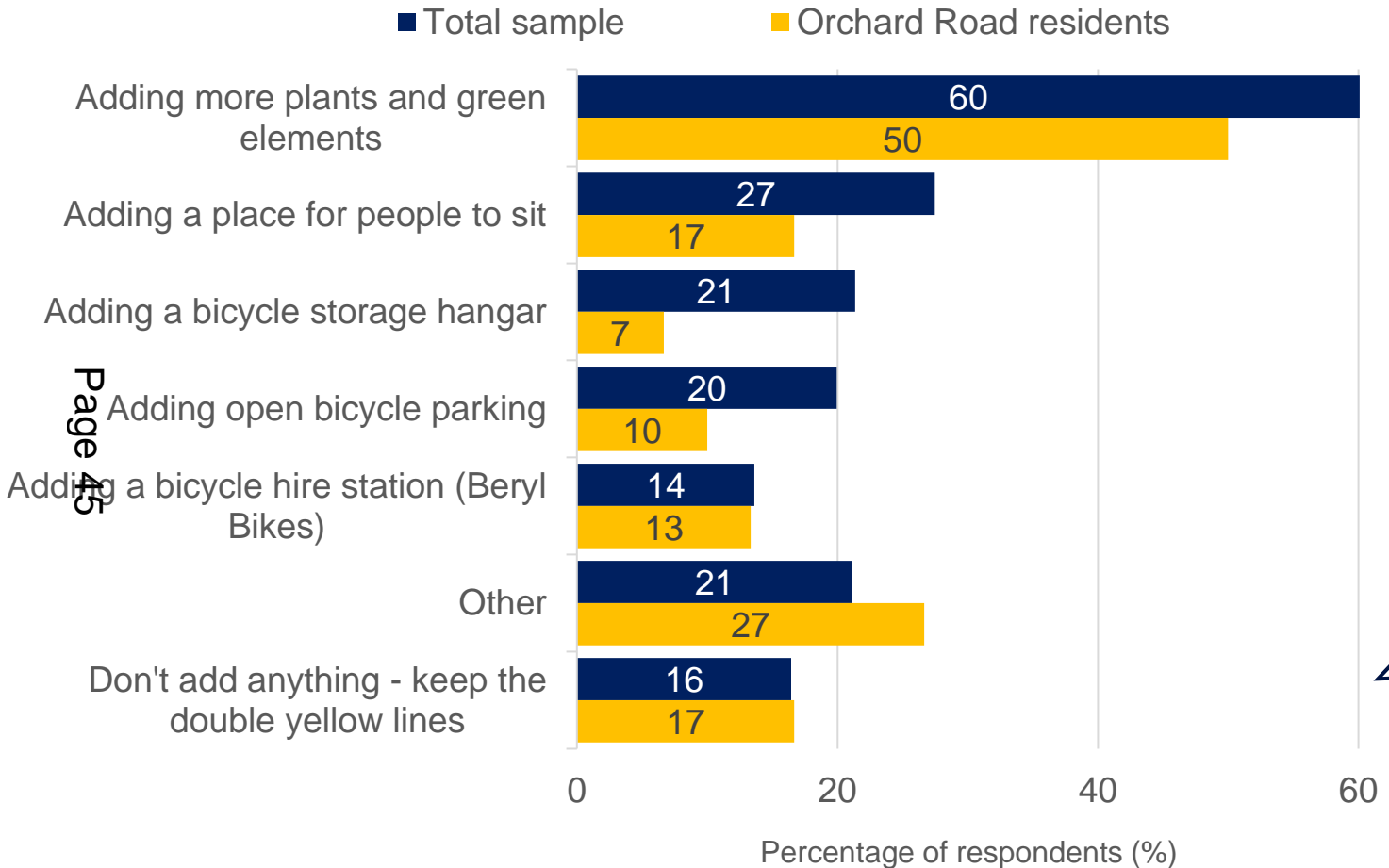
- Orchard Road residents

- The most common reason respondents disagree with restricting vehicle access to Orchard Road here is as they feel it is unnecessary (36%), although Orchard Road residents\* are most concerned with the possible difficulty of driving to and from their house (48%)
- The impact on traffic and/or congestion in other areas is a concern to around a fifth of respondents, as is the loss of parking
- 6% of respondents who disagree with this proposal suggest making the road one-way instead

\*Caution small base

# Orchard Road – creative space

Q: **'By closing Orchard Road, we can use spaces creatively. How would you like to see this space used?'** | Base: Total sample (426) | Orchard Road residents (30)



## Responses for 'other'

- Maximise parking
- Reconsider current use/ appearance e.g. street furniture, fix potholes/ make cleaner
- Voi rental e-scooter racks
- Cycling provisions e.g. cycling lanes, hire racks
- Facilitate children's safety
- Café

*"Leave it all as it is, changing this will have a big impact on the 3 local businesses forcing them to cease trading."*

*"Keep it as it is for 1 hour max parking."*

- Orchard Road residents

- All respondents would most like more plants and green elements added to this space, followed by a place for people to sit
- Around a fifth of all respondents would also like more bicycle storage and parking, although this is less favoured by Orchard Road residents
- Other suggestions include maximising parking in this area, reconsidering its current use and appearance, and making provisions for active travel options like rental e-scooters and bikes
- 'Other' comments left by Orchard Road residents largely expressed disagreement with closing the road



# Francis Avenue

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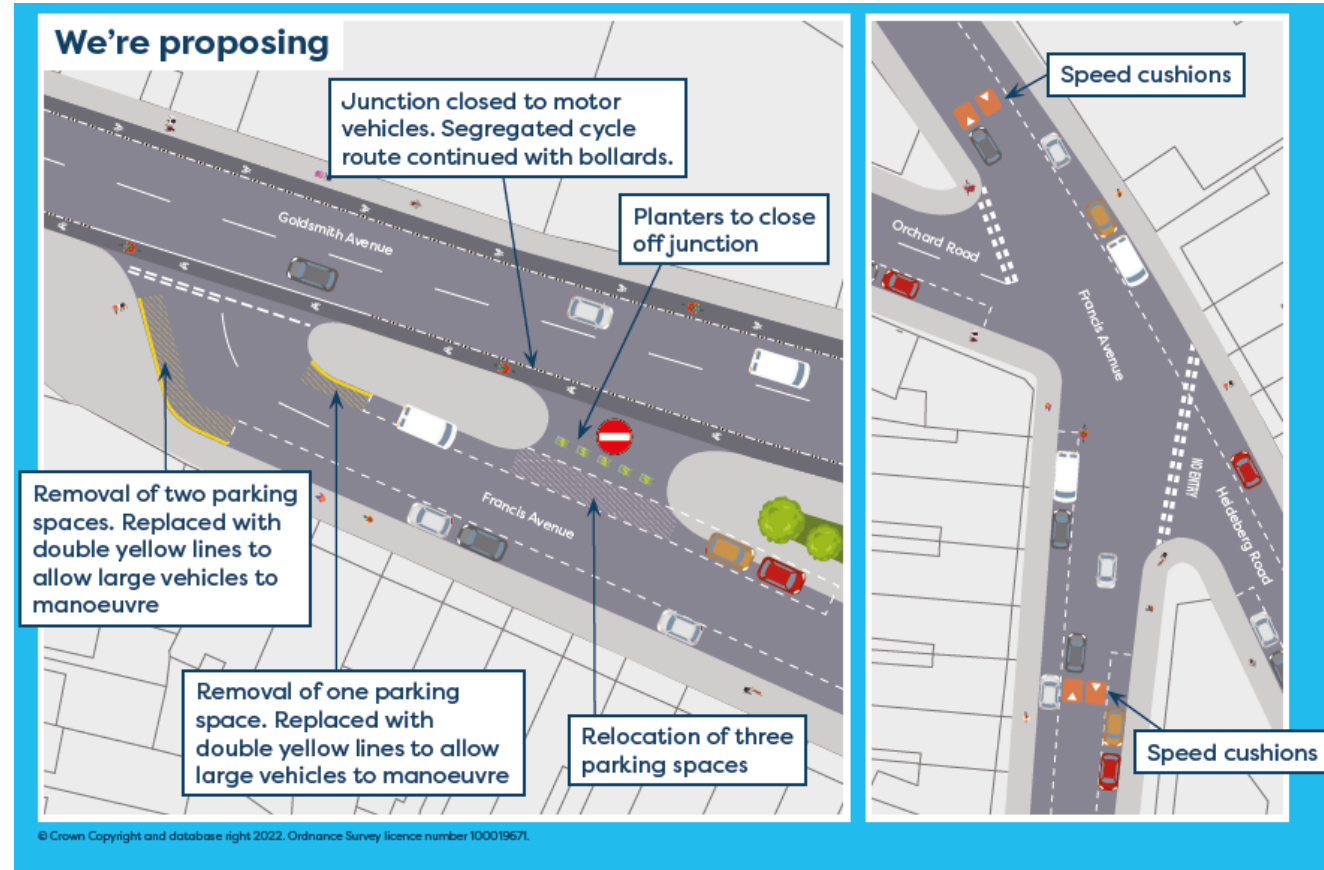
# Proposed changes in Francis Avenue

## Previous consultation revealed the following issues:

- Two junctions are very close together between Goldsmith Avenue and Francis Avenue, as well as another junction on Talbot Road
- These are often difficult to cross and can sometimes cause conflict between people on foot, on bicycles and in motor vehicles
- Some vehicles travel along Francis Avenue over the 20mph speed limit

## This design proposes to:

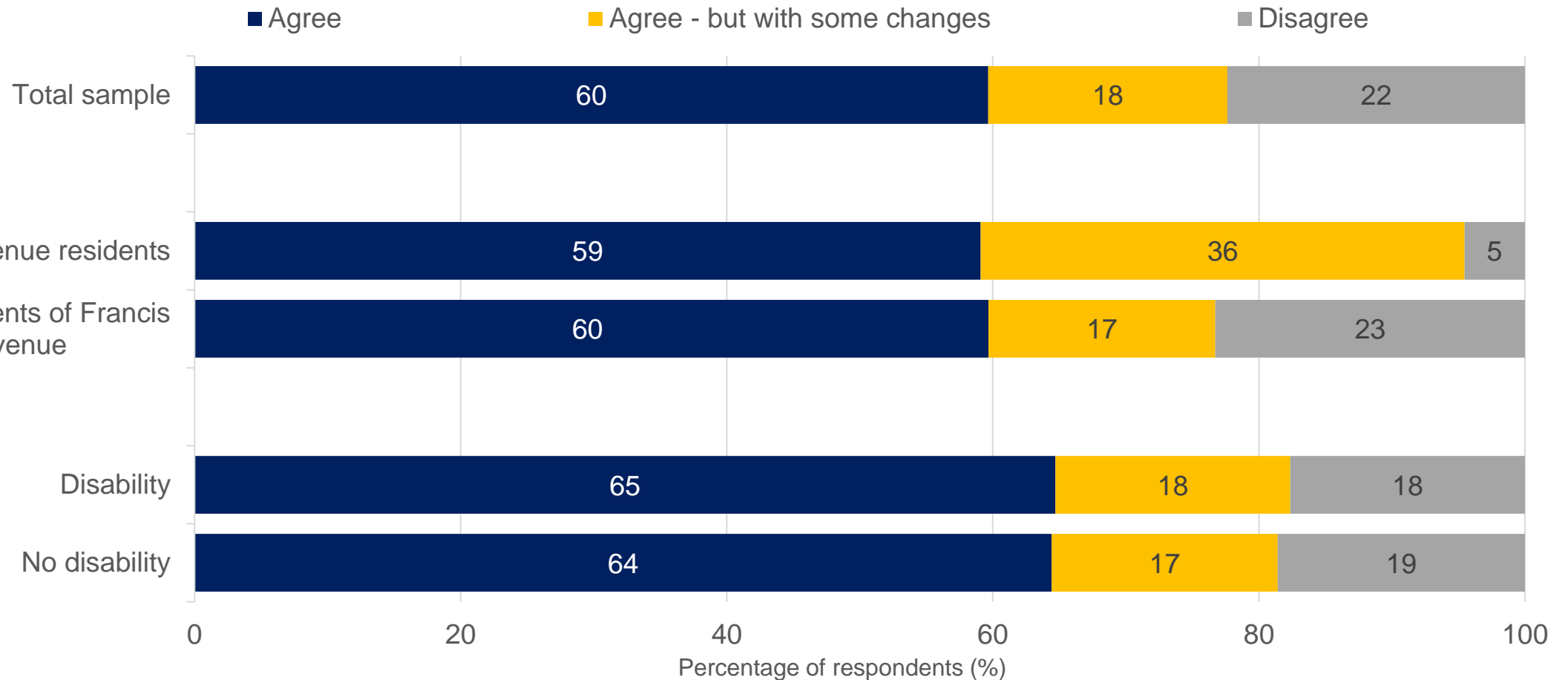
- Close eastern junction between Francis Avenue and Goldsmith Avenue
- Extend double yellow lines
- Relocate three parking spaces to allow room for larger vehicles
- Add two sets of speed cushions



# Francis Avenue (junction closure) – levels of agreement

Q: **‘What are your thoughts regarding the proposed junction closure on Francis Avenue?’** | Base: Total sample – from top to bottom (456) | (22\*), (434) | (34), (312) \*Caution small base

\*Page 48



- Most respondents agree with the proposed junction closure on Francis Avenue (60%), whilst 18% would make some changes, and 22% disagree
- Levels of agreement are consistent between residents and non-residents of Francis Avenue and those with or without a disability
- However, higher proportions of Francis Avenue residents agree but with some changes, and only 5% disagree with the proposal, compared to 23% of non-residents

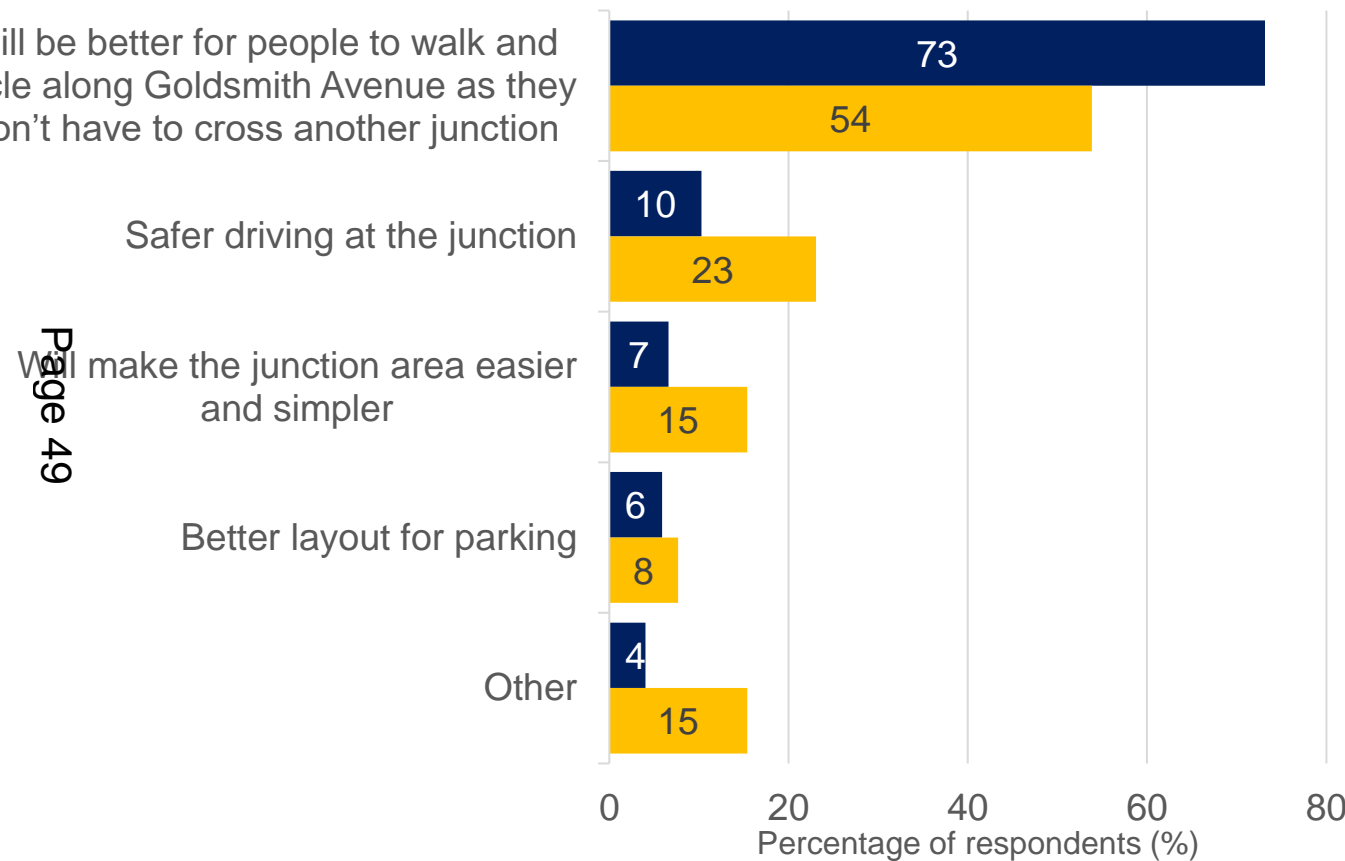


# Francis Avenue (junction closure) – agree

Q: **'Why do you agree with closing Francis Avenue at this junction?'** | Base: Respondents who agree – total sample (272) | Francis Avenue residents (13\*)

\*Caution small base

■ Total sample ■ \*Francis Avenue residents



## Responses for 'other'

Two junctions are unnecessary here

Agree, but concerns about traffic build-up/flow

*"Currently confusion over who has right of way, so this will be clearer and safer for both drivers and pedestrians."*

*"It could reduce some traffic and make a safer crossing."*

*"Two junctions not necessary."*

- Francis Avenue residents

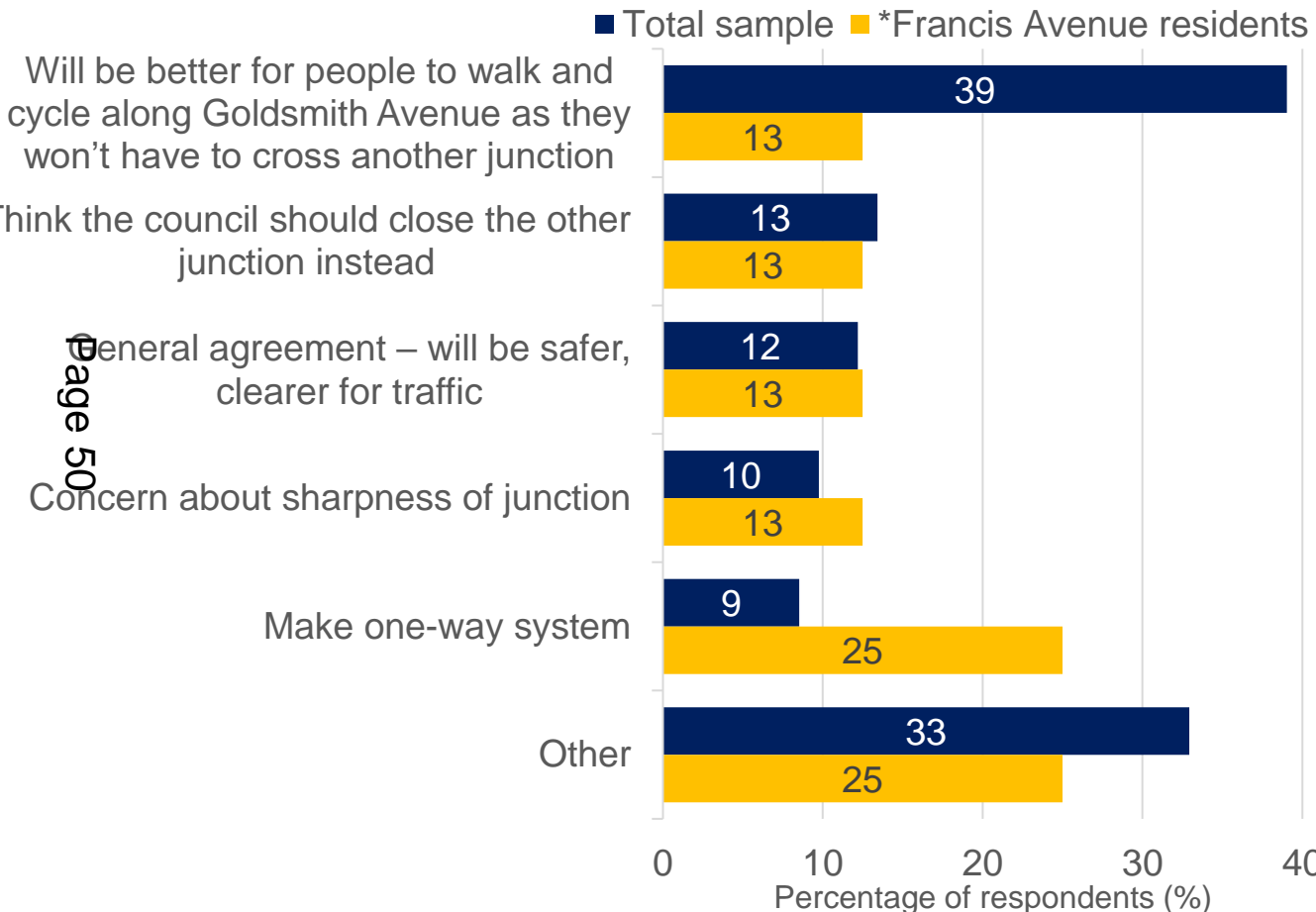
Page 49

- Almost three quarters of all respondents, and over half of Francis Avenue residents\*, who agree with closing Francis Avenue at this junction feel it will be better for people to walk and cycle as they won't have to cross another junction
- Nearly a quarter of Francis Avenue residents feel this will allow for safer driving at the junction (23%), and 15% feel it will make the junction area easier and simpler to navigate

\*Caution small base

# Francis Avenue (junction closure) – agree but with some changes

Q: **'Why do you agree – but with some changes to closing Francis Avenue at this junction?'** | Base: Respondents who agree, but with some changes – total sample (82) | Francis Avenue residents (8\*) \*Caution small base



Responses for 'other'	%
Incorporate one-way turns	7
Would do more beyond closing junction (e.g. maximise parking, widen road)	7
Concern about traffic congestion/ queues at remaining open junction	7
Do not feel this will be safer for cyclists	4
Main issue here is with parking caused by car garage	4
Other	4

*“Proposed change makes turning right from Francis Ave problematic as approach angle is not 90 degrees. Does nothing to address traffic flow along Francis Ave, would be better to make Francis one way southbound to Devonshire which will address traffic flow.”*

*“It would make much more sense and be much safer to keep the Eastern junction open and close the western junction.”*

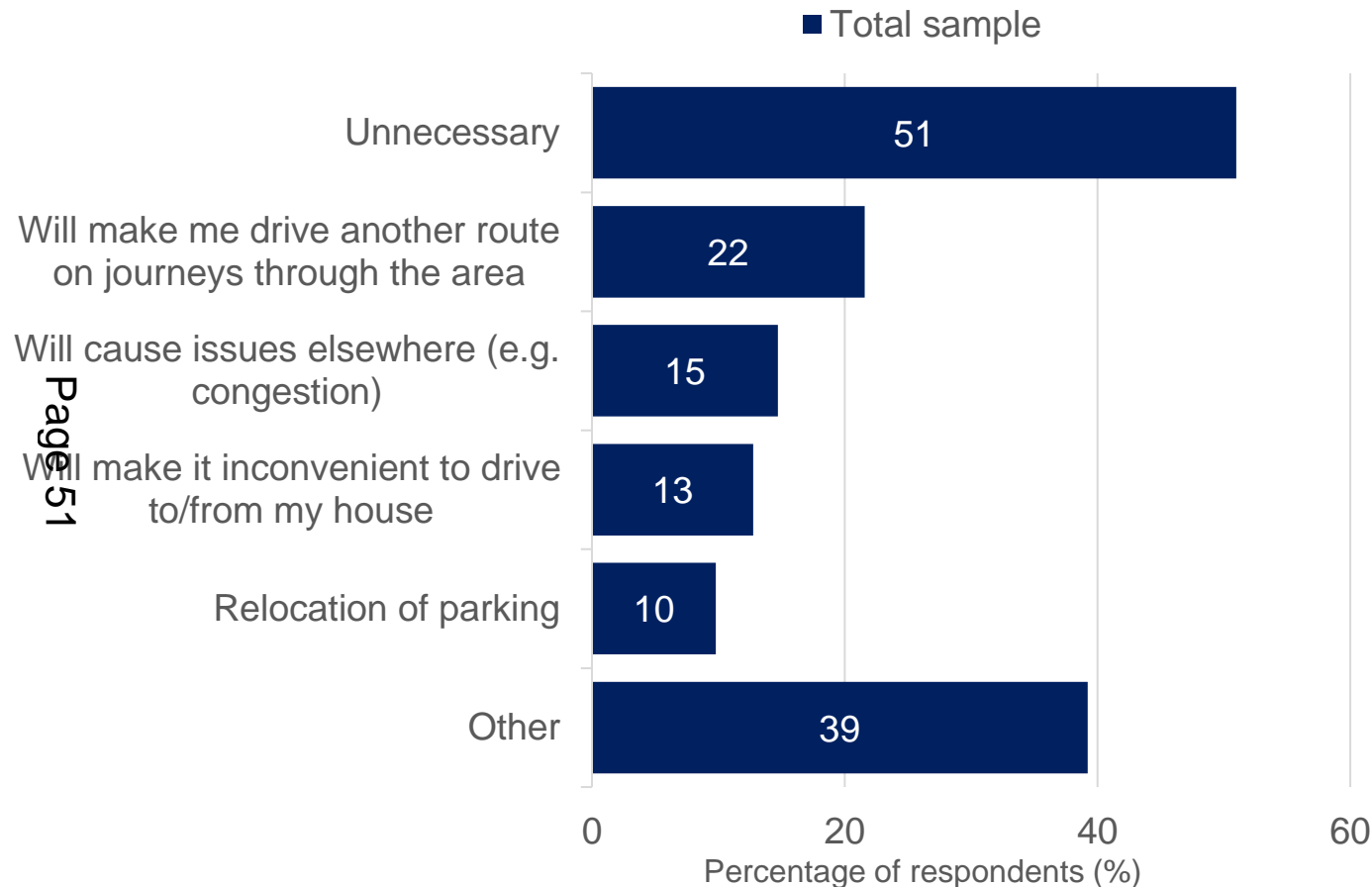
- Francis Avenue residents

- Respondents who agree but with some changes also feel this will be better for people to walk and cycle (39%)
- 13% think the council should close the other junction instead
- 25% of Francis Avenue residents\* (and 9% of all respondents) suggest the road be made one-way
- 7% also suggest incorporating one-way turns into the junctions instead, would like to do more to improve the road beyond closing the junction, or are concerned about traffic congestion at the remaining open junction

\*Caution small base

# Francis Avenue (junction closure) – disagree

Q: 'Why do you disagree with closing Francis Avenue at this junction?' | Base: Respondents who disagree – total sample (102)



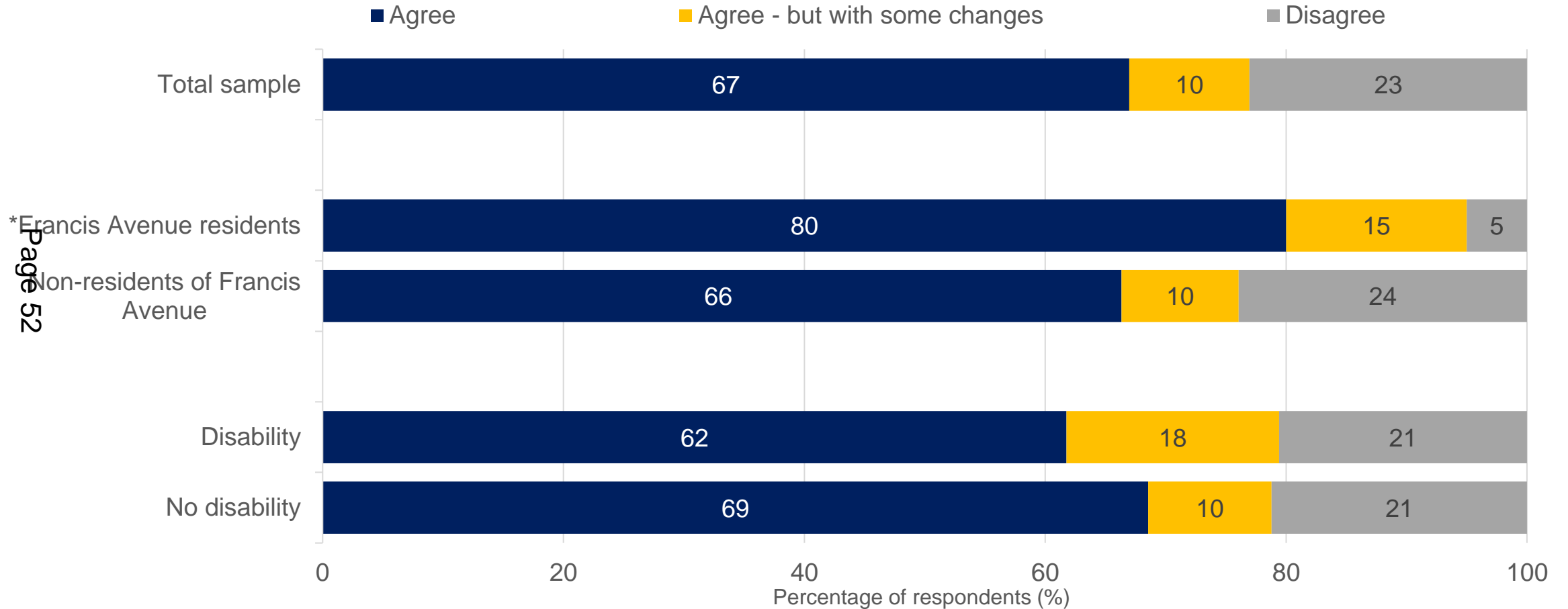
Responses for 'other'	%
Will make it harder to turn out of the remaining junction (angle is too sharp)	7
Create one-way turns at the junctions instead	6
Make Francis Avenue one-way instead	4
Close the other exit if necessary to close one	2
Does not solve real issues in this area (e.g. school traffic, parked cars)	2
Other	8

Page 51

- Half of respondents who disagree with closing Francis Avenue at this junction feel it is unnecessary (51%), whilst just over a fifth are against the closure as it will make them drive another route on journeys through the area (22%)
- Those who disagree for 'other' reasons feel that the remaining junction will be too difficult to turn out of, especially as it is a sharp angle (7%) or feel that the junctions should be made into one way turns (6%)
- Only one resident of Francis Avenue disagrees with closing the junction – this is due to the relocation of parking

# Francis Avenue (speed cushions) – levels of agreement

Q: **'What are your thoughts about adding two sets of speed cushions on Francis Avenue?'** | Base: Total sample – from top to bottom (421) | (20\*), (401) | (34), (283) \*Caution small base

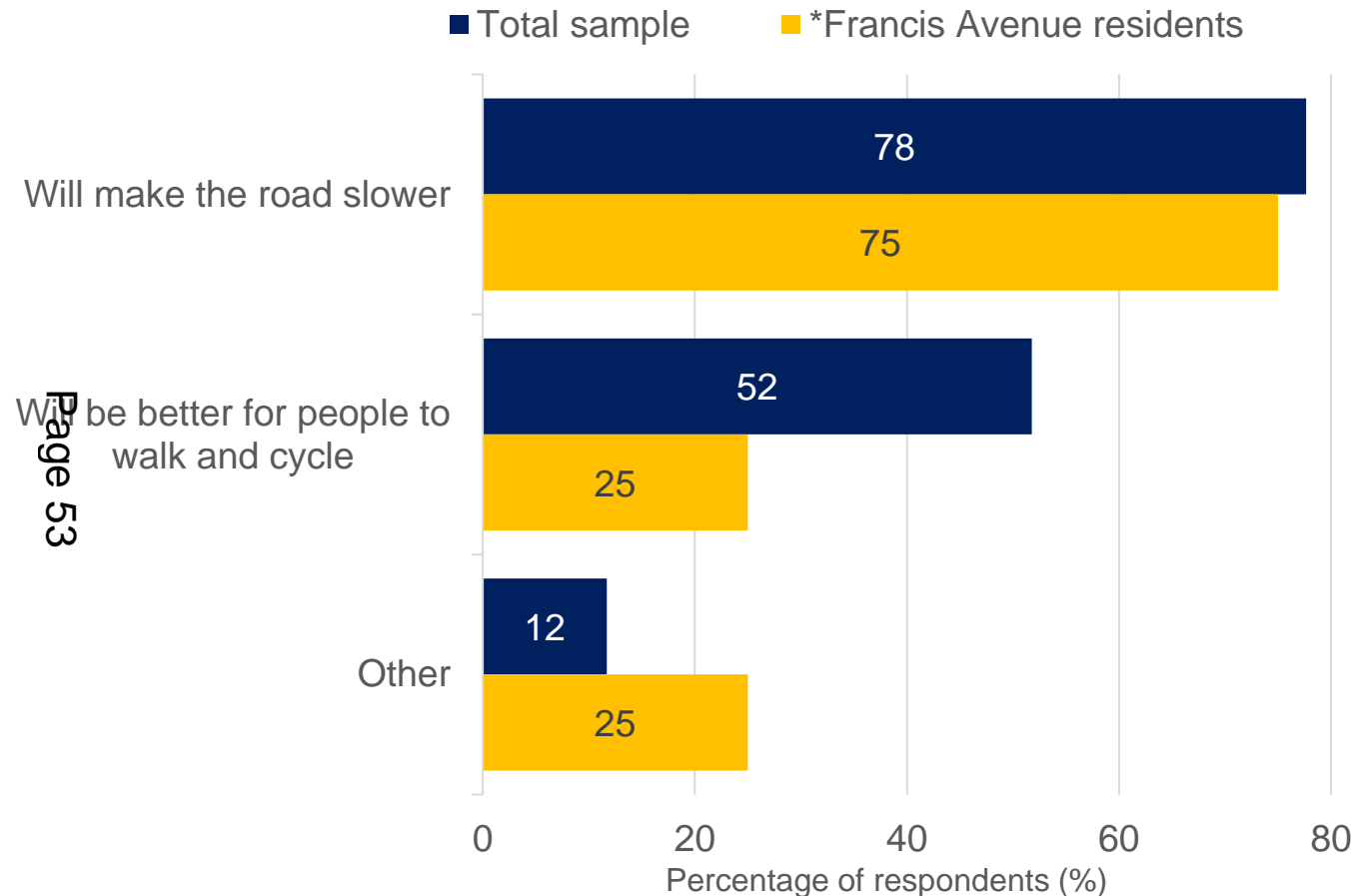


\*Page 52

- Around two thirds of respondents agree with adding two sets of speed cushions on Francis Avenue, whilst a tenth would make some changes and 23% disagree
- A higher proportion of Francis Avenue residents agree (80%) or would make some changes (15%), whilst only 5% disagree
- A higher proportion of those with a disability would make some changes to this part of the proposal compared to those without a disability

# Francis Avenue (speed cushions) – agree

Q: **'Why do you agree with adding two sets of speed cushions on Francis Avenue?'** | Base: Respondents who agree – total sample (282) | Francis Avenue residents (16\*) \*Caution small base



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Responses for 'other'	%
Will force people to obey the speed limit	5
The road will be safer	4
Might discourage dangerous driving/ rat runs	1
More traffic calming measures could be put in place	1
Other	2

*"Might cause some through traffic to avoid the area altogether!"*

*"Stop people speeding down there."*

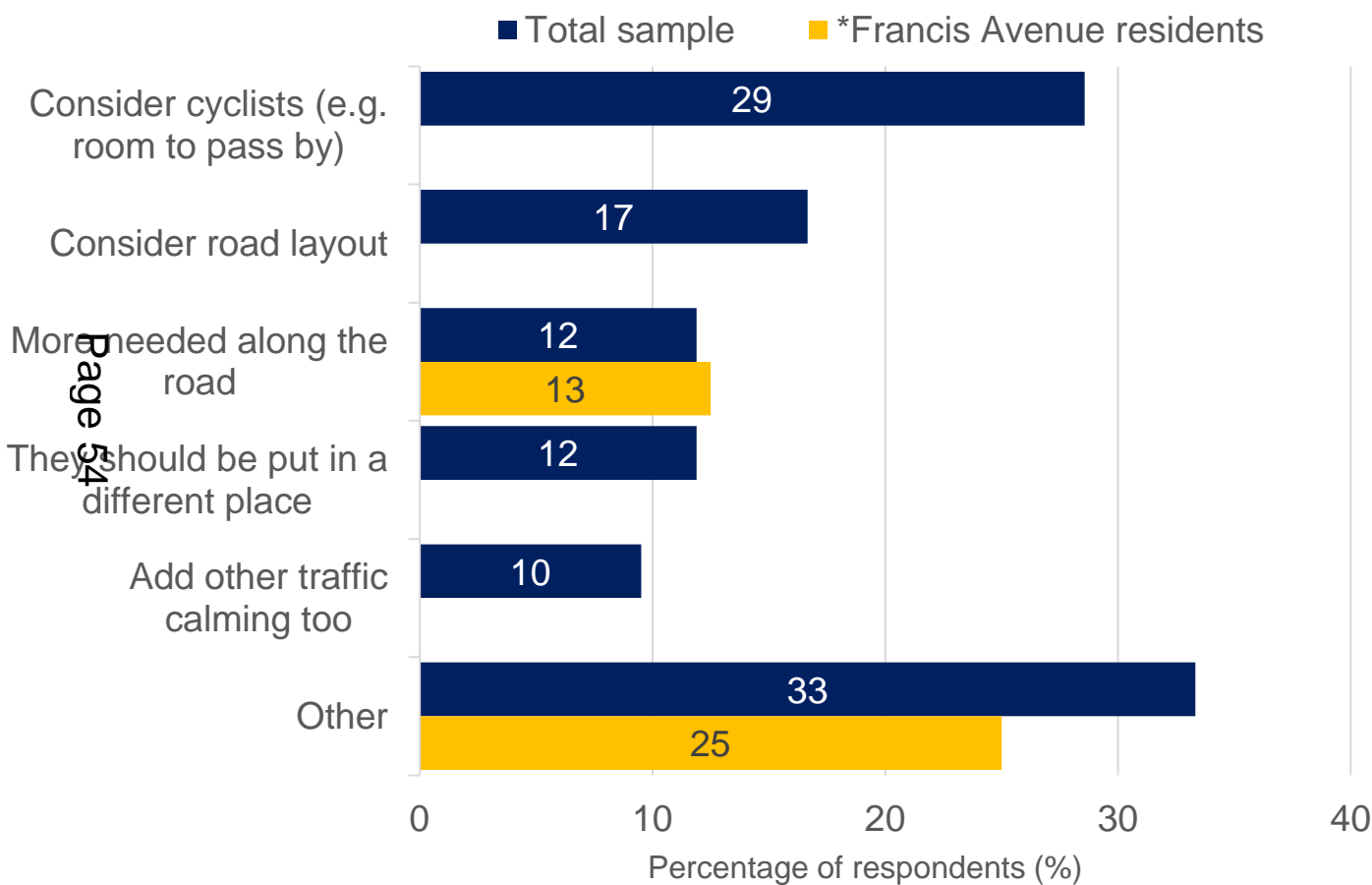
- Francis Avenue residents

- Around three quarters of respondents (and Francis Avenue residents\*) agree with the speed cushions as they feel this will make the road slower
- Just over half of respondents (and a quarter of Francis Avenue residents) feel this will be better for people to walk or cycle
- Other reasons respondents agree with this proposal include forcing people to obey the speed limit, making the road safer, and discouraging dangerous driving
- A small proportion of respondents feel more traffic calming measures could be put in place

\*Caution small base

# Francis Avenue (speed cushions) – agree but with some changes

Q: **'Why do you agree – but with some changes to adding two sets of speed cushions on Francis Avenue?'** | Base: Respondents who agree, but with some changes – total sample (42) | Francis Avenue residents (8\*) \*Caution small base



Responses for 'other'	%
Only add one set	5
Do not use the large ones	5
Use the large ones (width of the road)	5
Use speed cameras instead	5
Not sure if speed cushions work	5
Other	10

*“Could do with a set of speed cushions in each block to avoid racing between calming measures. Currently cars heading north accelerate hard off the Devonshire raised junction.”*

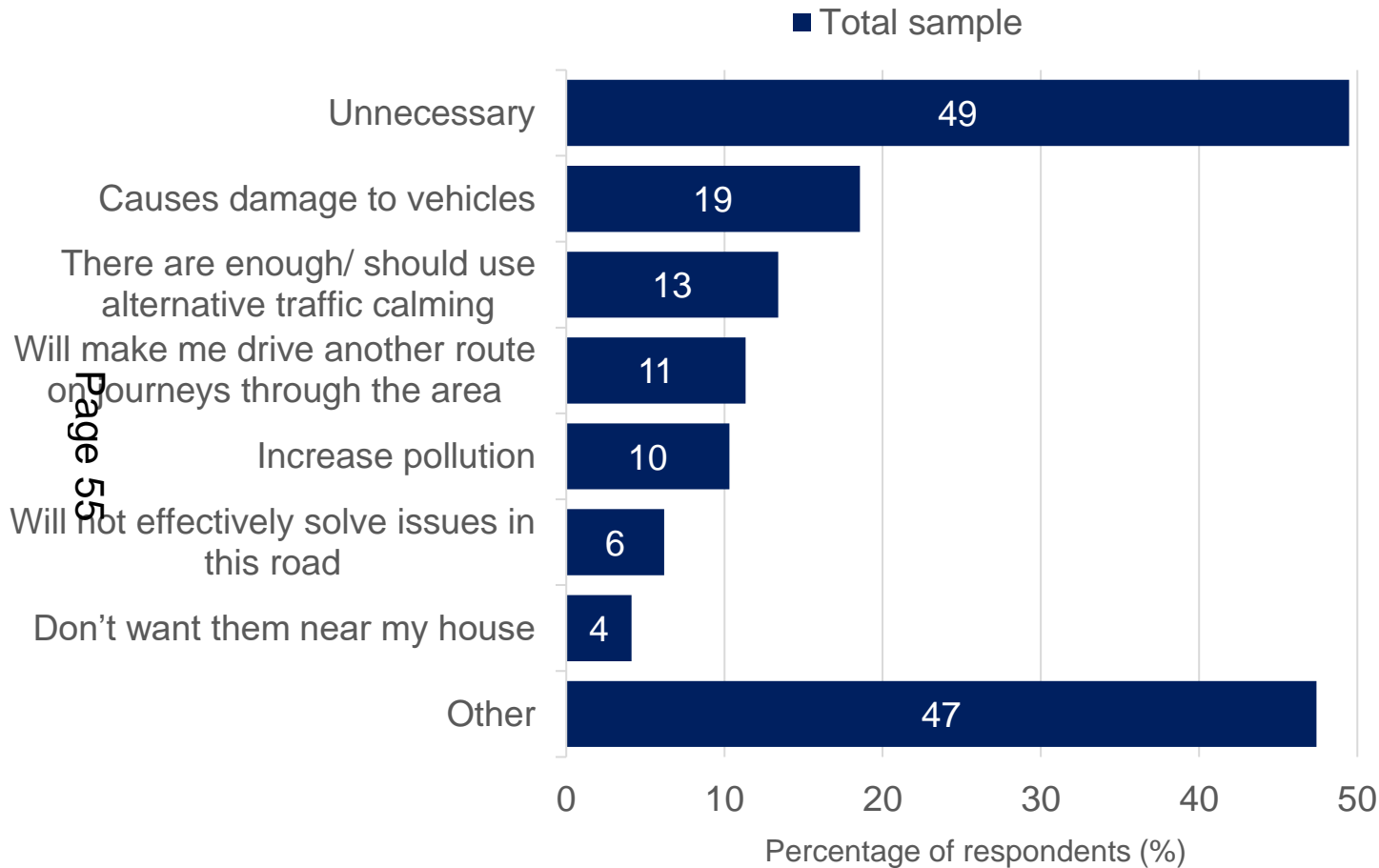
*“Francis Avenue is used as a rat run and the speed cushions aren't working, most drivers don't slow down and the noise is ridiculous.”*

- Francis Avenue residents

- Respondents who agree with adding speed cushions but with some changes would most like cyclists (29%) and the road layout (17%) to be considered in the design and placement of the cushions
  - The same proportion of respondents feel more are needed or that they should be in a different place (12%) – 13% of Francis Avenue residents\* feel more are needed
  - A tenth feel other traffic calming should be used as well as speed cushions, e.g. one-way system
- \*Caution small base

# Francis Avenue (speed cushions) – disagree

Q: **'Why do you disagree with adding two sets of speed cushions on Francis Avenue?'** | Base: Respondents who disagree – total sample (97)



Responses for 'other'	%
Noisy	4
Uncomfortable to drive over (e.g. cause back pain)	4
Disruptive for cyclists	3
Will displace traffic	3
Other	7

*"There is good research that has found speed bumps increase the air pollution as people have to step on their accelerators to get over them [...] Has this been taken into account?"*

- Francis Avenue resident

- Half of respondents disagree with adding speed cushions on Francis Avenue as they feel they are unnecessary (49%), whilst 19% are concerned about the damage they cause to cars
- 13% of respondents feel there are enough speed cushions or that alternative traffic calming should be used, whilst around a tenth do not want to drive another route on journeys through the area (11%) or feel the speed cushions will increase pollution (10%)
- Only one resident of Francis Avenue disagrees with adding speed cushions – this is due to the potential increase in pollution



# Bramble Road and Talbot Road

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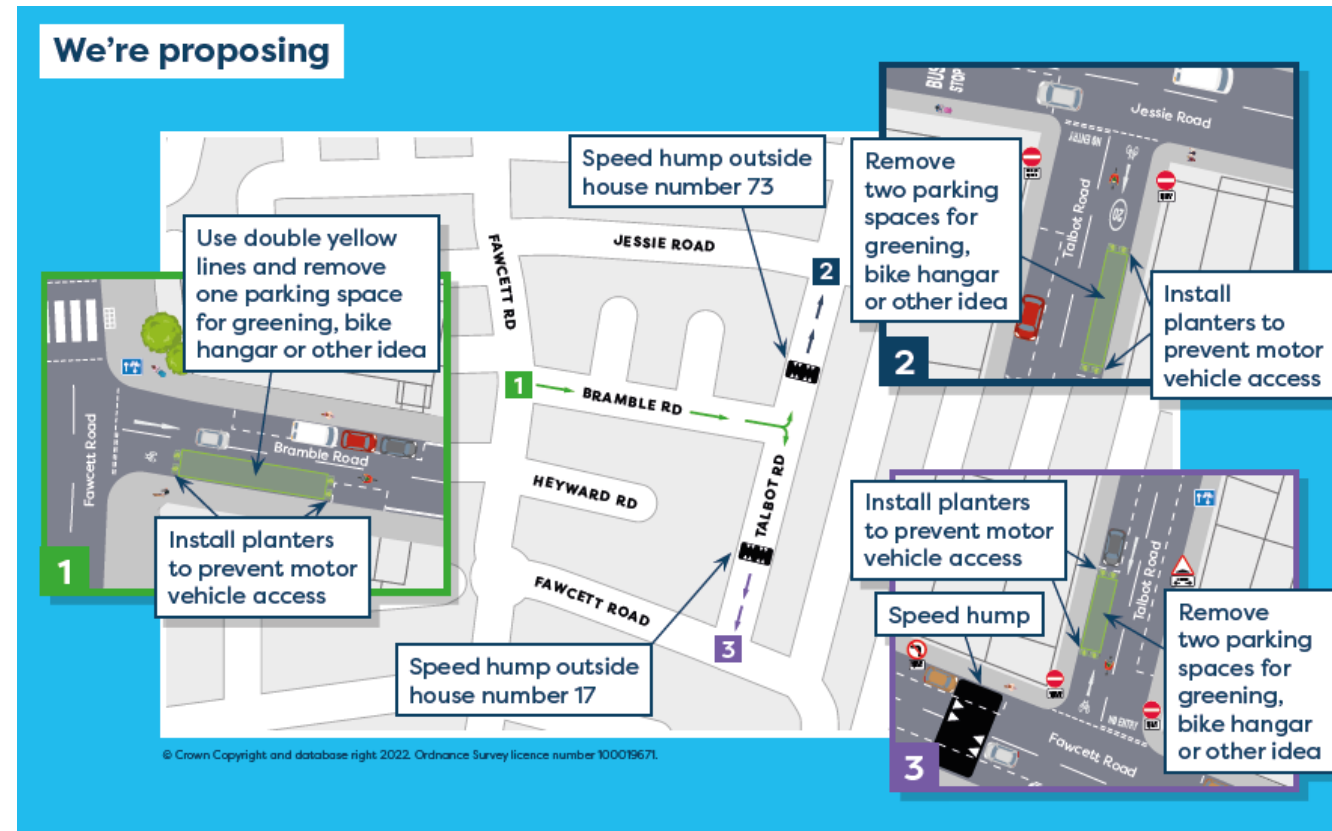
# Proposed changes on Bramble Road and Talbot Road

## Previous consultation revealed the following issues:

- There is often too much traffic for a residential street
- Vehicles go over the 20mph speed limit
- Anti-social behaviour and poor driving sometimes happens on the corner of Talbot Road and Fawcett Road

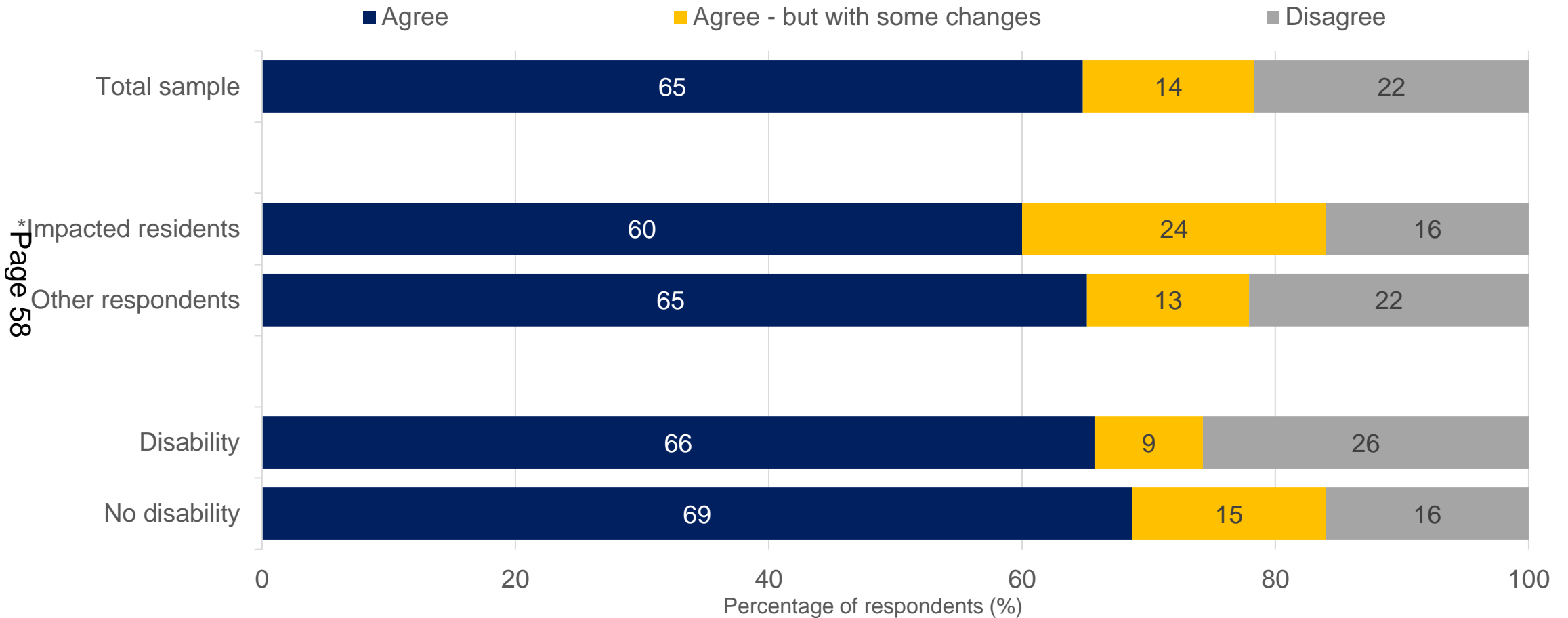
## This design proposes to:

- One-way system for motor vehicles along Bramble Road
- One-way system for motor vehicles going north or south along Talbot Road
- People on bikes will be able to ride both directions
- Left only turn for traffic coming out of Ventnor Road and Shanklin Road
- New speed humps that span the width of the road
- Remove five parking spaces to make space for creative use



# Bramble Road – levels of agreement

Q: **'What are your thoughts regarding the proposal on making Bramble Road one-way?'** | Base: Total sample – from top to bottom (392) | (25\*), (367) | (35), (262) \*Caution small base

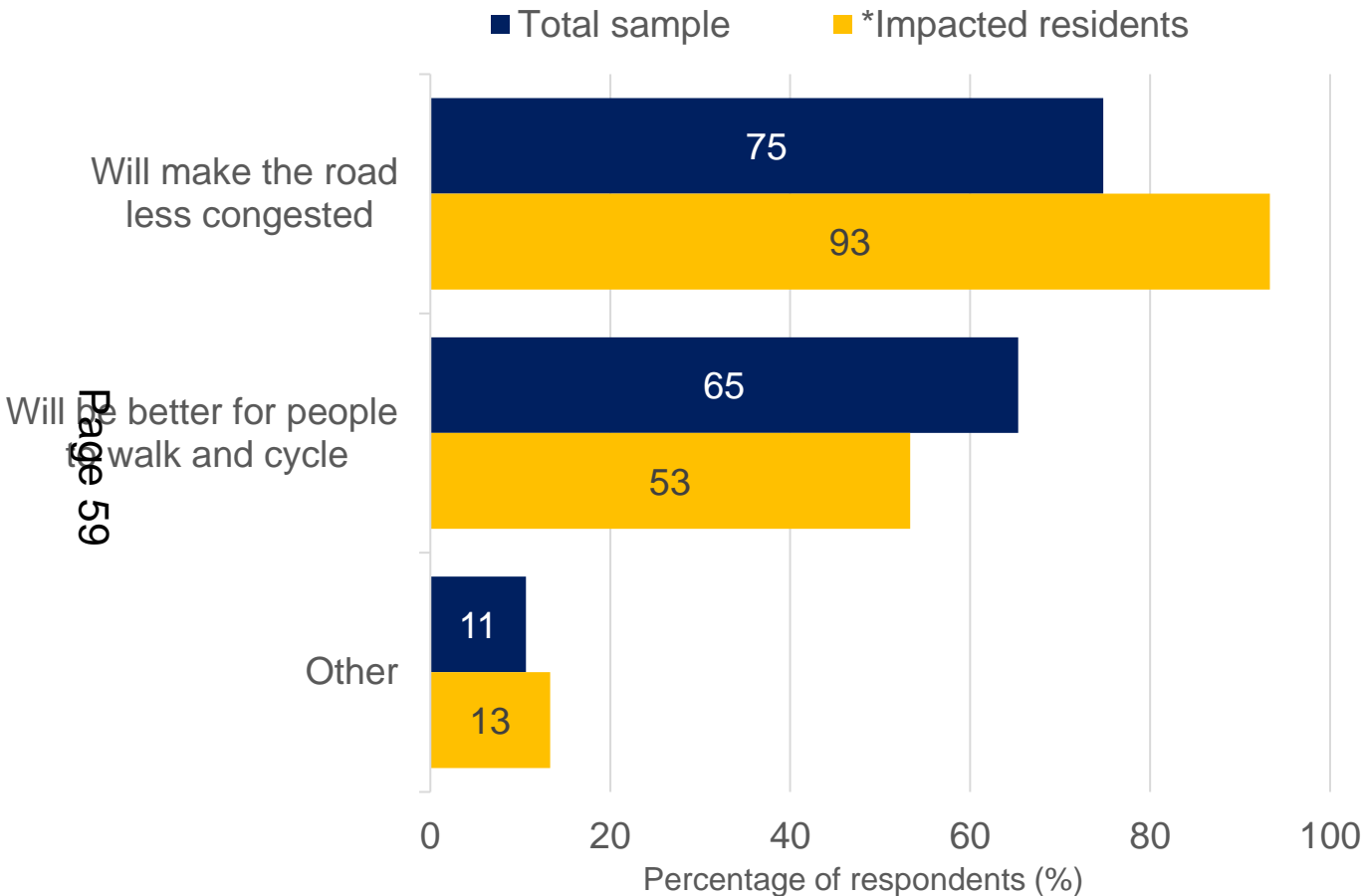


\*Page 58

- Around two thirds of all respondents agree with making Bramble Road one way (65%), whilst 14% would make some changes and 22% disagree
- A higher proportion of the impacted residents (those living on Bramble Road, Shanklin Road, Ventnor Road or Talbot Road) would make some changes to the proposal (24%), but a lower proportion disagree than other respondents
- Respondents with a disability are slightly more likely to disagree with making Bramble Road one way, although most still agree with the proposal

# Bramble Road – agree

Q: **'Why do you agree with making Bramble Road one-way?'** | Base: Respondents who agree – total sample (254) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



Responses for 'other'	%
Will make the road safer (e.g. for school children, for cyclists)	6
Will reduce conflicts on the road	2
Should reduce speeding/ slow traffic down	1
Add more traffic calming/ extend one-way to surrounding roads	1
Will reduce pollution	1
Other	1

*"It would probably be safer for the young children from the school."*

*"Because of continuous anti social behaviour from drivers on the junction of Bramble Rd. and Talbot Rd."*

*"Less congestion a good idea, it can be chaos on the school runs."*

- Impacted residents

- Of those who agree with the proposal, three quarters feel this will make the road less congested; 93% of impacted residents\* particularly feel this way
- Most respondents also feel this will be better for people to walk and cycle down Bramble Road
- Other reasons respondents agree with making Bramble Road one-way include making the road safer and reducing conflicts

# Bramble Road – agree but with some changes

Q: ***‘Please explain why you agree – but with some changes to making Bramble Road one-way?’*** | Base: Respondents who agree, but with some changes – total sample (53)

Key themes from responses	%
<b>Don't agree with losing parking spaces</b>	<b>34</b>
<b>Make another road/all surrounding roads one-way</b>	<b>17</b>
Consider rules for cyclists in designs	17
<b>Will cause congestion/ issues elsewhere</b>	<b>13</b>
<b>Consider parking rules in Bramble Road (e.g. police dangerous/illegal parking near school, use zigzags outside school)</b>	<b>9</b>
Agreement it will make the road safer	6
Just make the road one-way without any other additions	6
Other traffic calming needed on Bramble Road too (e.g. speed humps)	4
Other	8

*“I agree that Bramble Road and Talbot Road should be one way, I however think that the flow should be coming in from Talbot down Bramble and then on Fawcett road. Bramble road is used as a cut through.”*

*“I agree with the one way and the bumps. I don't agree with losing [sic.] parking spaces [...] when we come home we have to park 4/5 roads away as there aren't any now.”*

*“Take away less than 5 parking spaces ideally as we already struggle to park. Parking on corners and such is already one of the causes for manoeuvring around here to be riskier than it should be [...] The junction from Talbot to Goldsmith is tricky and creates congestion and I worry this might drive more traffic to that route causing problems so maybe traffic lights or something.”*

*“Parking is very hard to find in this area as it is - we should not be getting rid of parking spaces by greening, etc.”*

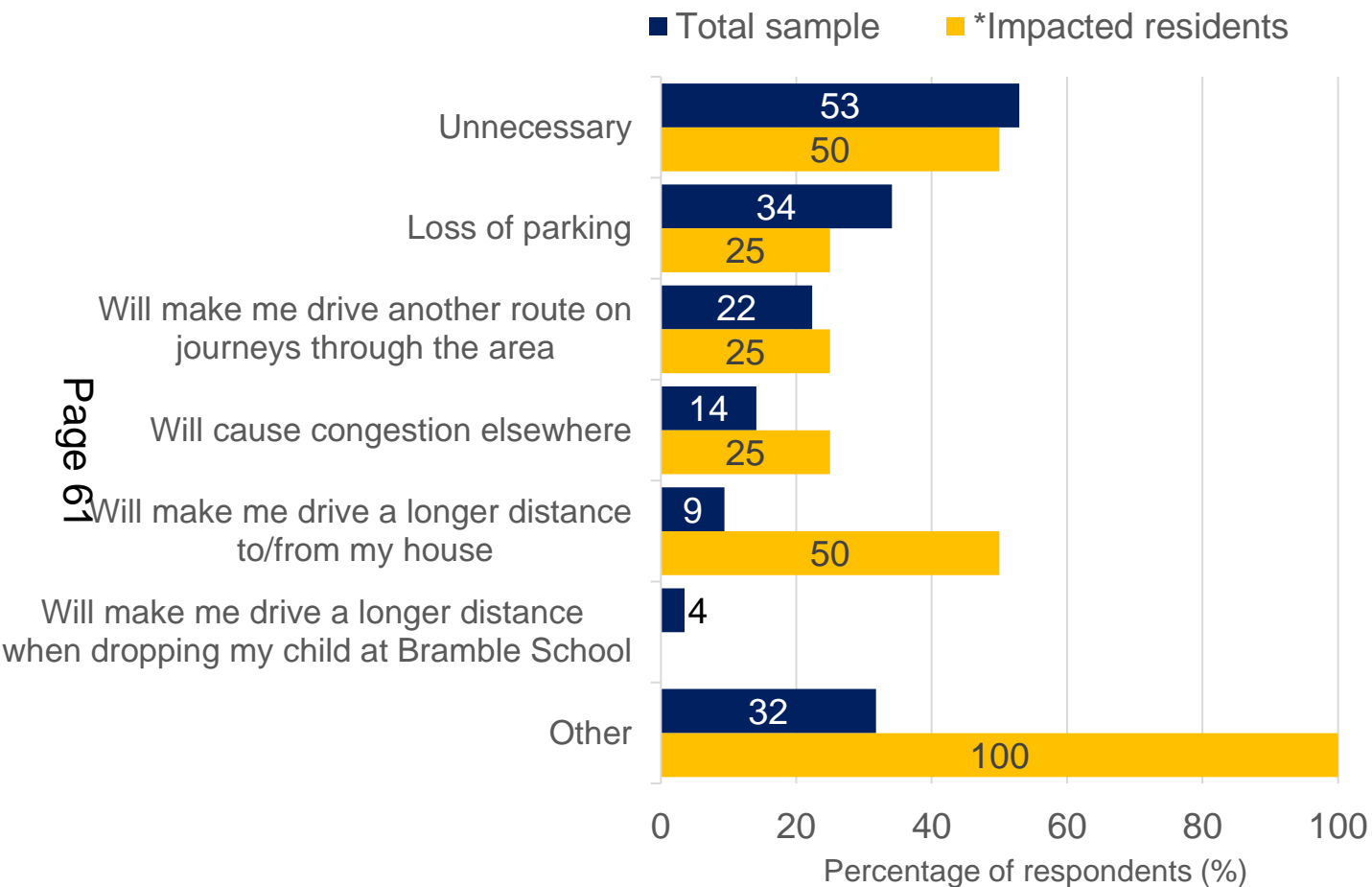
Rows in bold show common responses from impacted residents.

- Impacted residents

- A third do not agree with losing parking spaces, although they generally agree with making Bramble Road one-way
- 17% of respondents think another road, or all surrounding roads, should be made one-way, or would like rules for cyclists to be considered in the road design
- Respondents are also concerned that this proposal will cause congestion or issues elsewhere, or would like the parking rules in Bramble Road to be reconsidered

# Bramble Road – disagree

Q: **'Why do you disagree with making Bramble Road one-way?'** | Base: Respondents who disagree – total sample (85) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



Responses for 'other'	%
Will increase speeding/ rat runs	4
Will cause traffic along Bramble Road	4
Will increase pollution	2
Other	7

*“Making all vehicles turn left will create even more chaos at the Bramble Road/Talbot Road junction. As refuse collection vehicles cannot exit Bramble Road into Talbot Road because there is not enough turning space.”*

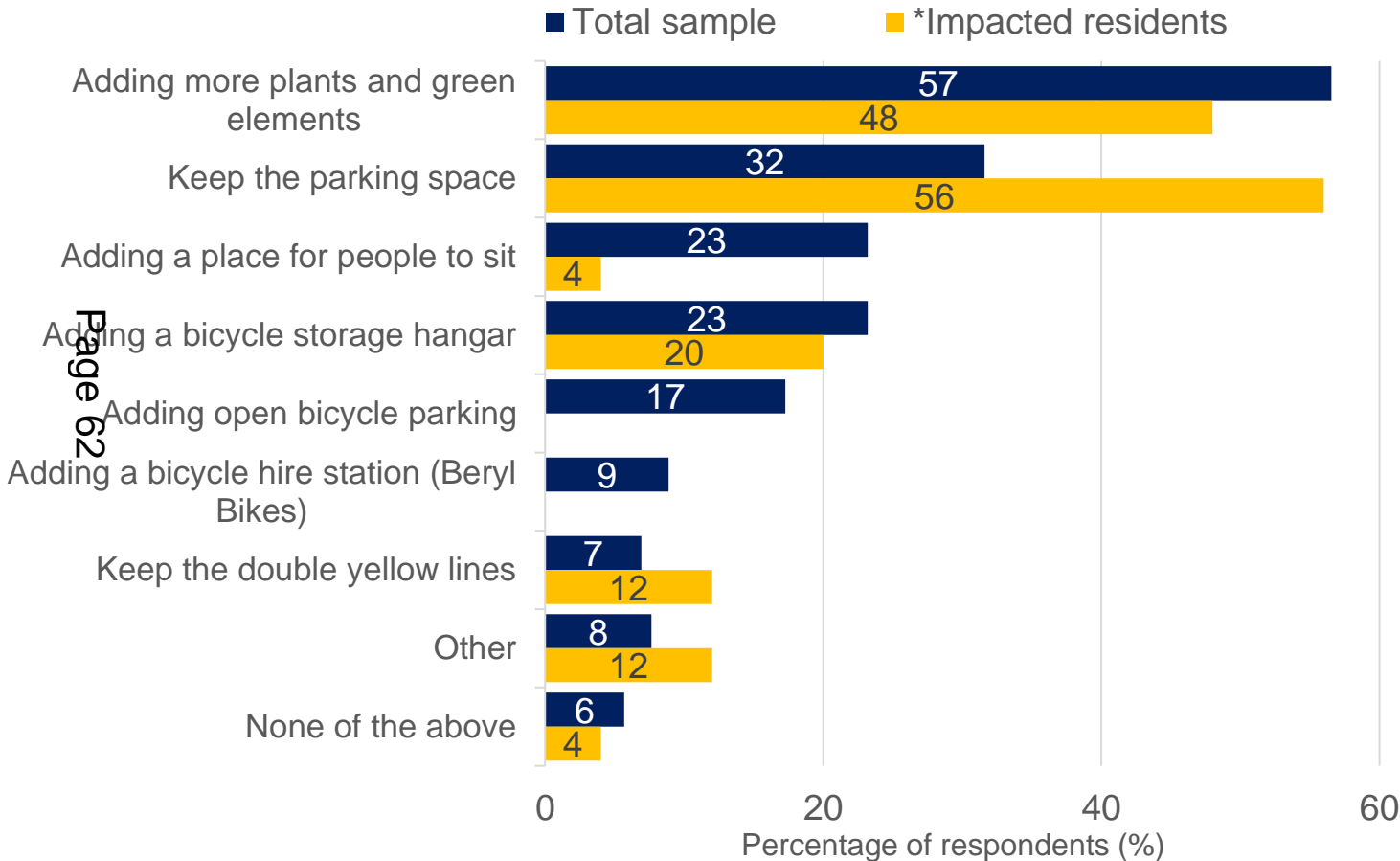
*“Large deliveries, loading works vehicles, surely the bike racks and planters would be better suited outside the school which would stop unauthorised parking making it safer.”*

- Impacted residents

- Around half of respondents and impacted residents\* disagree with making Bramble Road one-way as they feel it is unnecessary
- Loss of parking, having to drive another route on journeys through the area, and causing congestion elsewhere are also concerns for those who disagree with this proposal

# Bramble Road – creative space

Q: **‘On Bramble Road, creative space is made by making the roads one-way and by using the double yellow lines and one parking space. How would you like to see this space used?’** | Base: Total sample (405) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for ‘other’

- Address other issues first (e.g. lack of parking already, poor public transport service)
- Prioritise school children/ pedestrians (e.g. safe area in front of school, play area, wider pavements)
- Voi rental e-scooter racks/ rental bicycle parking
- Should be up to impacted residents
- Praise for design

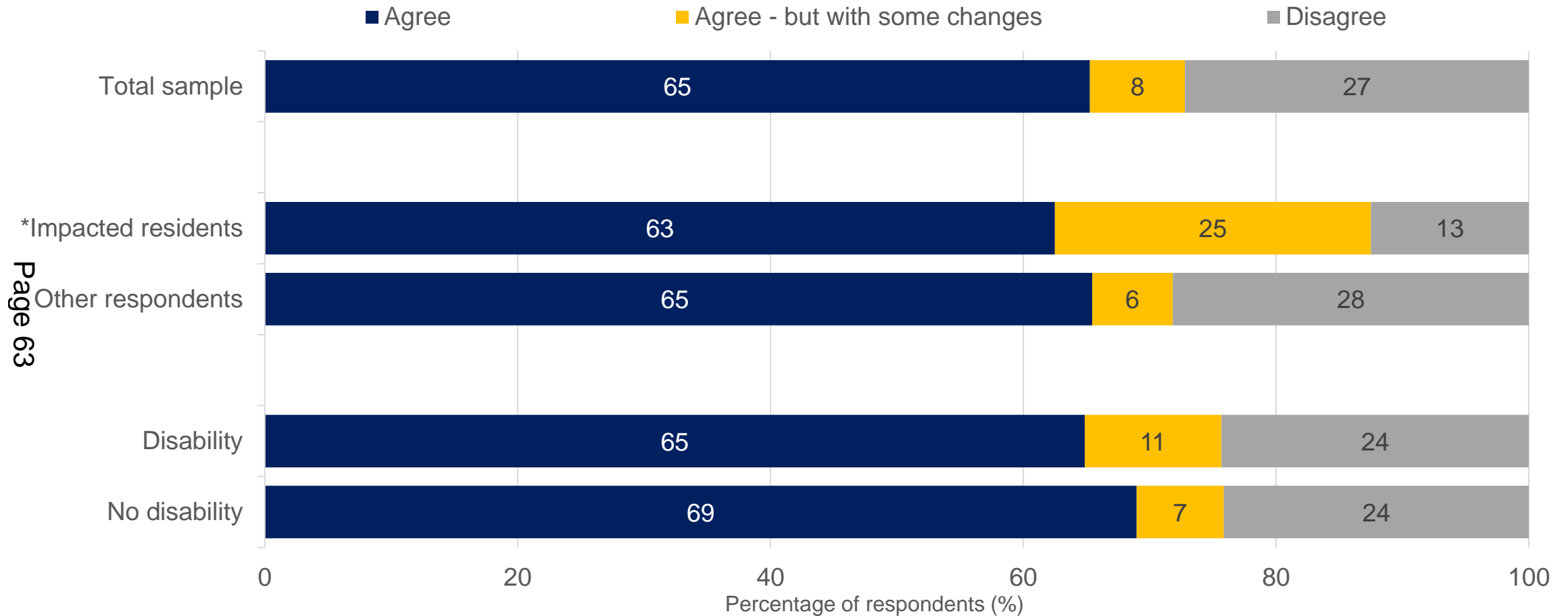
*“With the flats there, taking away parking space is more heavily felt. There is already open bicycle parking near there that is not used, adding more will not help.”*

- Impacted resident

- For all respondents, adding more plants and green elements is the most popular use of the creative space (57%), however, impacted residents would most like the parking space to be kept (56%), as well as a third of all respondents (32%)
- Just over a fifth of respondents would like a place for people to sit or a bicycle storage hangar (23%), however, adding a place for people to sit is less important for the impacted residents

# Talbot Road (one-way north) – levels of agreement

Q: **'What are your thoughts regarding the proposal on making Talbot Road one-way north from Bramble Road to Jessie Road?'** | Base: Total sample – from top to bottom (386) | (24\*), (362) | (37), (261) \*Caution small base



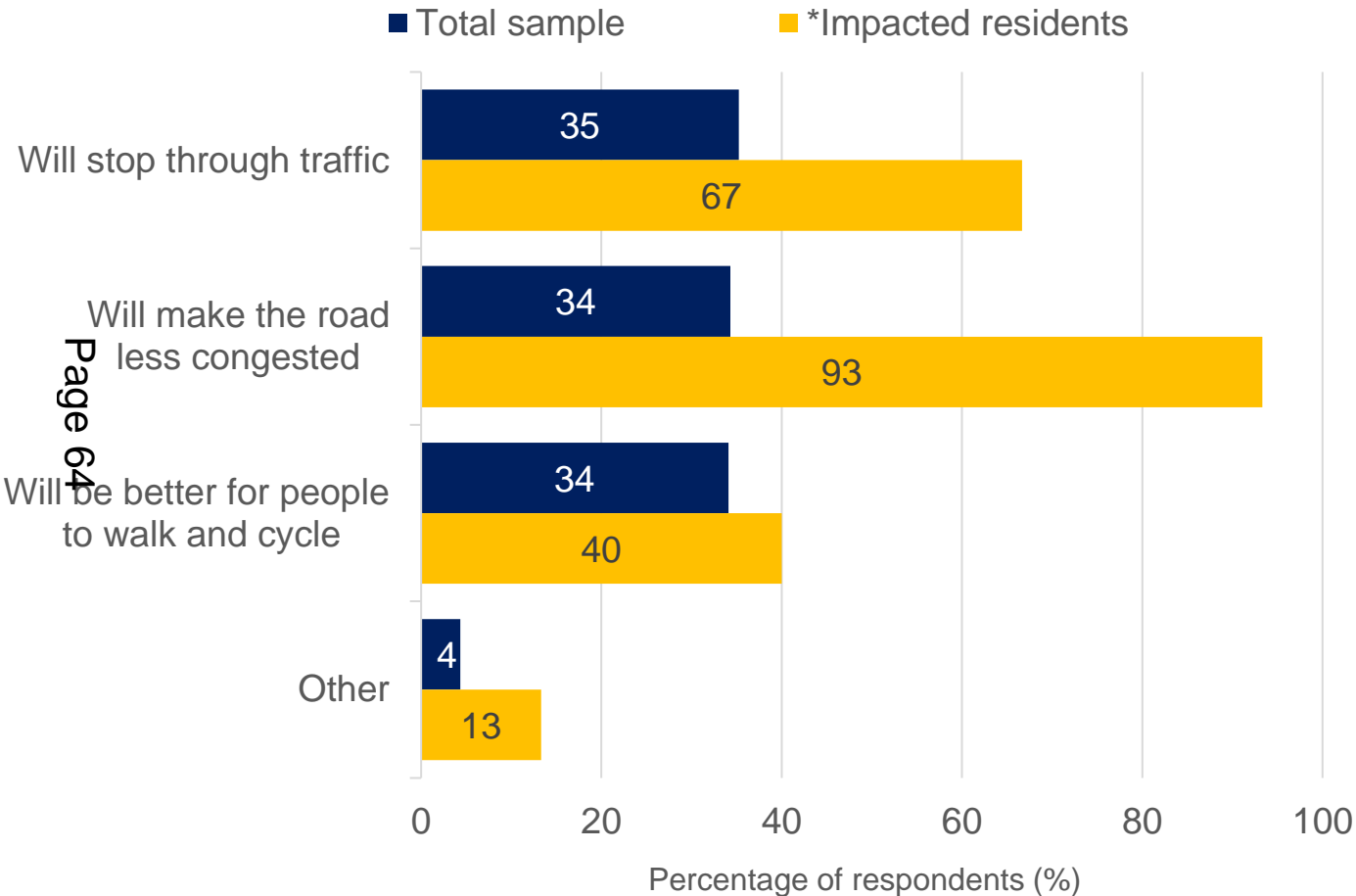
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- Around a third of respondents agree with making Talbot Road one-way **north** from Bramble Road to Jessie Road, whilst only 8% would make changes, but 27% disagree
- Similar proportions of impacted residents agree with the proposal as other respondents, but a higher proportion would make changes to the proposal (25%) rather than disagree



# Talbot Road (one-way north) – agree

Q: **'Why do you agree with making Talbot Road one-way north from Bramble Road to Jessie Road?'** | Base: Respondents who agree – total sample (437) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



## Responses for 'other'

- Road will be safer
- Will reduce speeding
- Should enable/encourage active travel
- Road is too narrow as it is currently
- Will reduce pollution

*"It will stop people speeding. The main reason they do is to get to the other end before another car appears - or perhaps a car has given way to them at the junction and they feel they have to get there quickly so the car that has given way is not waiting too long."*

- Impacted resident

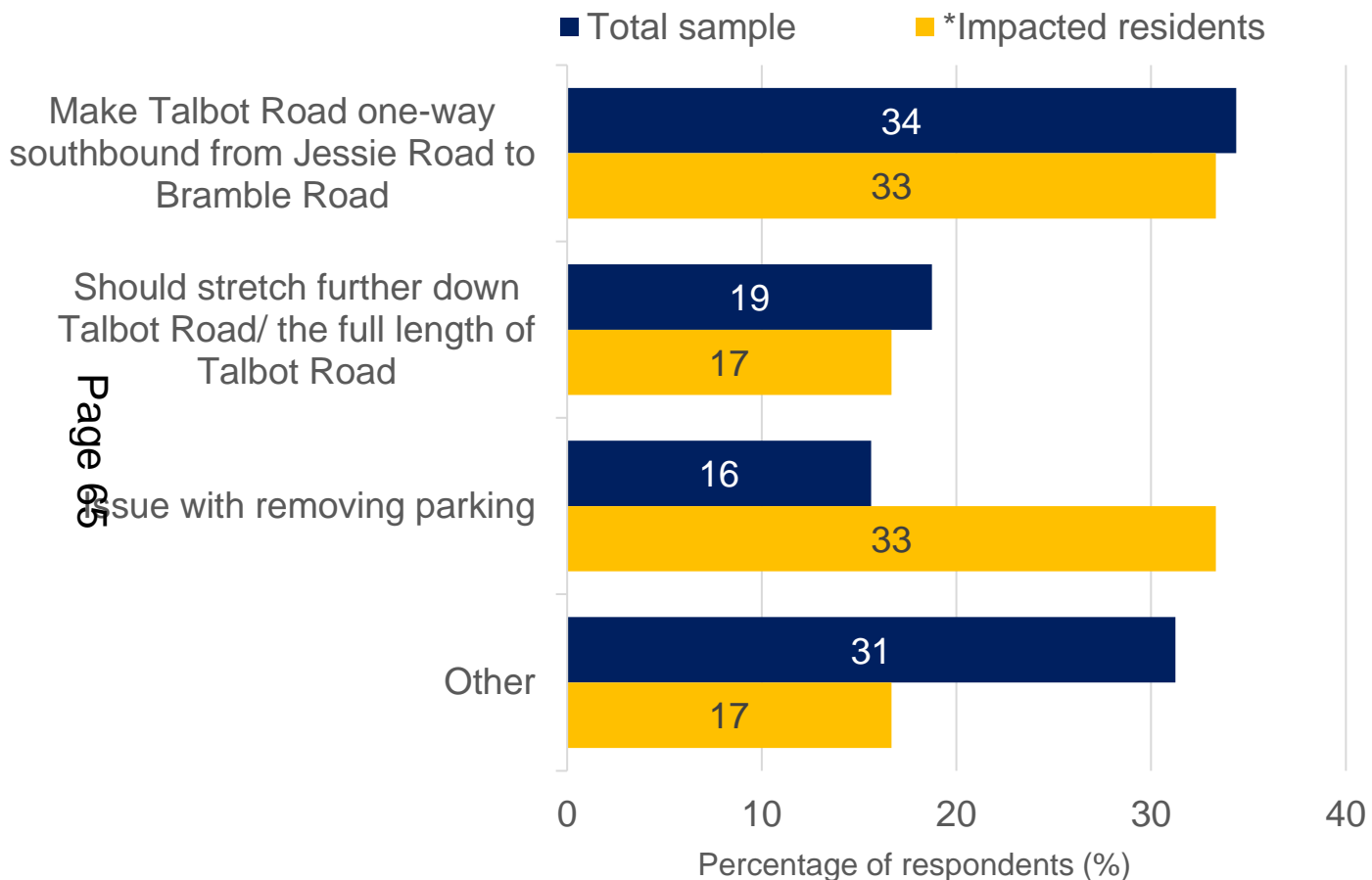
- Around a third of all respondents agree with making Talbot Road one-way north from Bramble Road to Jessie Road as it will stop through traffic, the road will be less congested, or because it will be better for people to walk and cycle
- The vast majority of impacted residents\* feel it will make the road less congested (93%), whilst around two thirds feel it will stop through traffic (67%)

\*Caution small base



# Talbot Road (one-way north) – agree but with some changes

Q: **‘Why do you agree – but with some changes to making Talbot Road one-way north from Bramble Road to Jessie Road?’** | Base: Respondents who agree, but with some changes – total sample (32) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (6\*) \*Caution small base



Responses for 'other'	%
Make more roads in the area one-way	6
Concern for impact on other roads	6
Unsure if it will be effective	6
Other	13

*“I feel that talbot road should be one way from Fawcett Road up to Jessie Road with small humps and with a one way from Talbot down Bramble. I think this would be a better option and still keep the traffic to a minimum.”*

*“I don’t agree with removing parking spaces at all. Making it one way is fine but removing parking spaces when it’s already a problem to park is ridiculous.”*

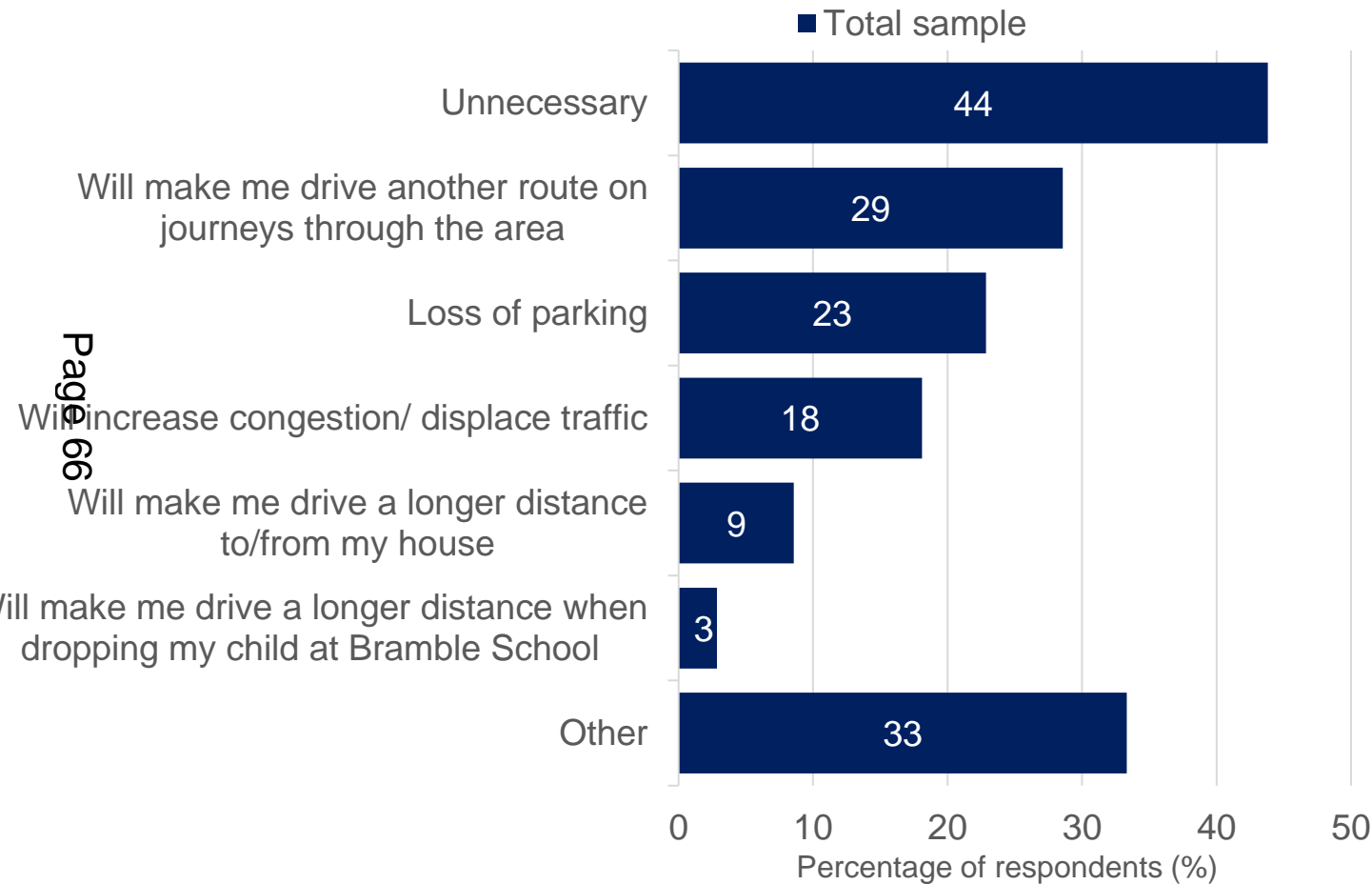
- Impacted residents

- Around a third of respondents would rather Talbot Road was made one-way southbound from Jessie Road to Bramble Road (34%). A third of impacted residents\* also feel this way and also have an issue with removing parking for this proposal
- Just under a fifth of respondents and impacted residents feel the one-way north system should stretch further down Talbot Road or be the full length of the road

\*Caution small base

# Talbot Road (one-way north) – disagree

Q: **'Why do you disagree with making Talbot Road one-way north from Bramble Road to Jessie Road?'** | Base: Respondents who disagree – total sample (105)



Responses for 'other'	%
Inconvenient/ causes more problems	6
One-way should extend to more of the road/ other roads in the area	4
Will not help with traffic calming	2
Will create rat runs	2
Other	4

*"It will do nothing to improve the traffic jams at the Bramble Road junction, which happens every day at school drop-off and collection times."*

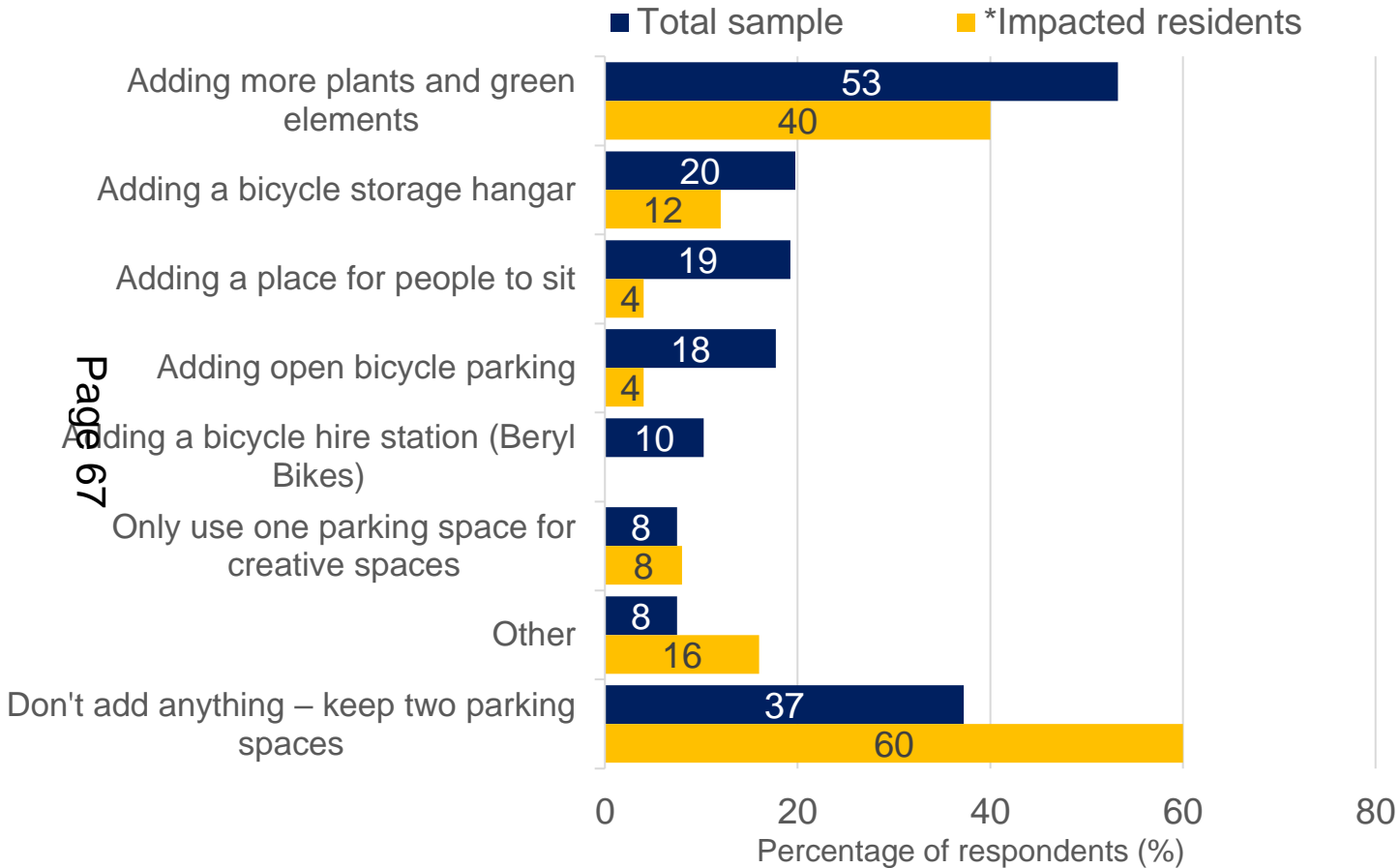
*"You're making my job of getting my chores done in Portsmouth harder without fixing public transport first."*

- Impacted residents

- Respondents largely disagree with the proposal as they feel it is unnecessary (44%), will make them drive another route on journeys through the area (29%), or disagree with a loss of parking (23%)
- Respondents also feel this will increase congestion or displace traffic (18%) and make them drive a longer distance to their house (9%)
- Just three impacted residents disagree with this proposal – their reasons include having to drive a longer distance to or from their house and the one-way system causing greater inconvenience

# Talbot Road (one-way north) – creative space

Q: *'As part of the scheme, we propose to create space by using two parking spaces at the junction of Talbot Road with Jessie Road. How would you like to see this space used?'* | Base: Total sample (400) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for 'other'

- Concerns over parking
- Concern that planters are a waste of money, or will not be upkept
- Issue with cyclists being encouraged here
- Give space to local pub for outdoor seating
- Voi rental e-scooter rack

*“Support the local pub there and allow them to serve drinks outside in additional seating if taking away parking spaces.”*

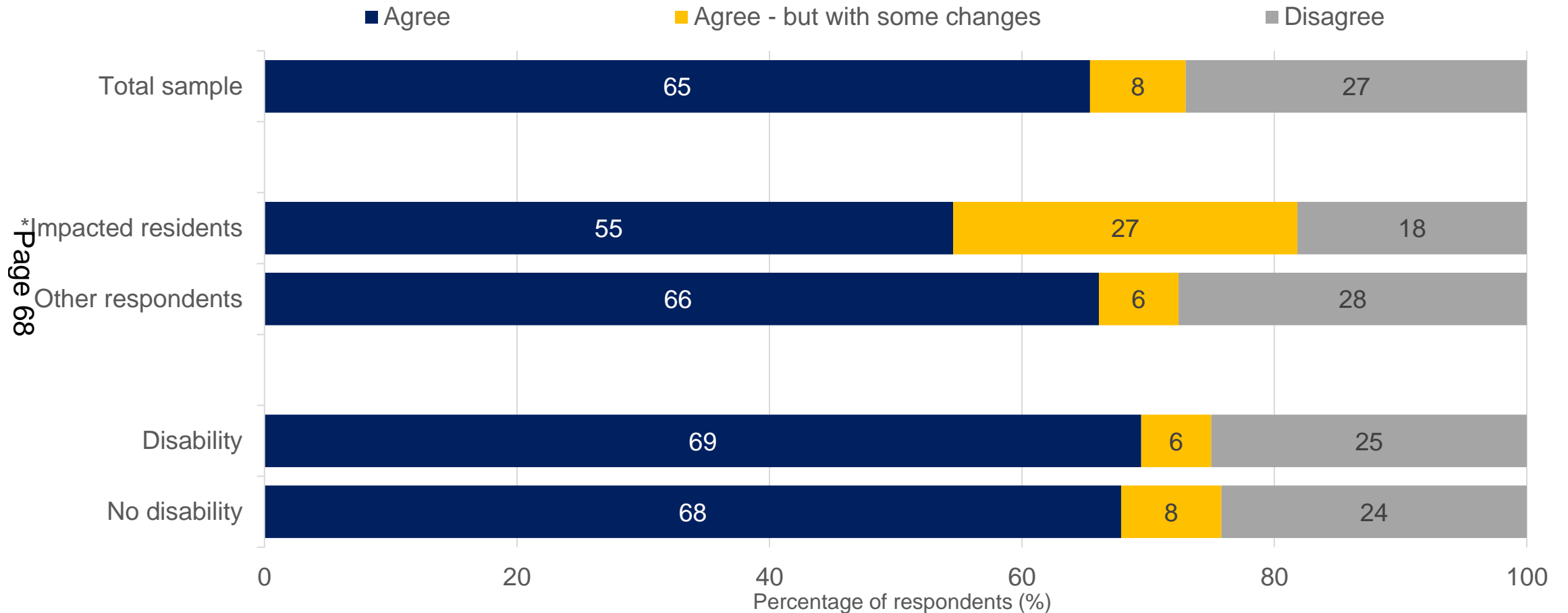
*“Just lose half a parking space or some of the double yellows for a smaller planter.”*

- Impacted residents

- Adding more plants and green elements is most popular with all respondents and 40% of impacted residents, however, 60% of impacted residents would prefer to keep the two parking spaces with nothing else added
- Around a fifth of respondents would like to see a bicycle storage hangar (20%), a place for people to sit (19%), or open bicycle parking (18%)

# Talbot Road (one-way south) – levels of agreement

Q: **‘What are your thoughts regarding the proposal on making Talbot Road one-way south from Bramble Road to Fawcett Road?’** | Base: Total sample – from top to bottom (370) | (22\*), (348) | (36), (252) \*Caution small base

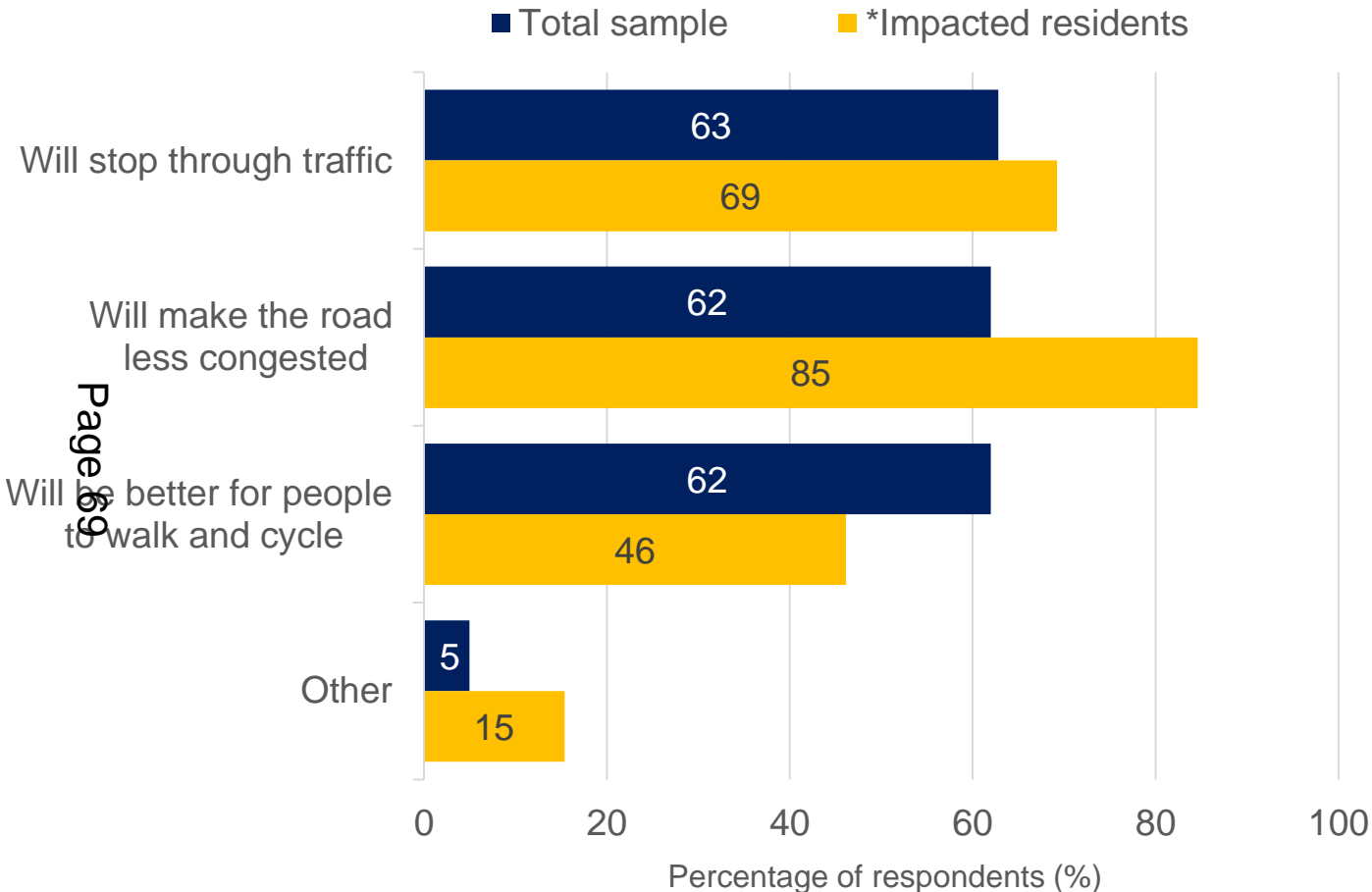


\*Page 68

- Around two thirds of respondents also agree with making Talbot Road one-way **south** from Bramble Road to Fawcett Road, whilst 8% would make some changes and 27% disagree; this is the same as for making Talbot Road one-way **north** from Bramble Road to Jessie Road
- However, a lower proportion of impacted residents agree with this proposal (55%, compared to 66% of other respondents); a quarter would make changes (27%) and 18% disagree

# Talbot Road (one-way south) – agree

Q: **'Why do you agree with making Talbot Road one-way south from Bramble Road to Fawcett Road?'** | Base: Respondents who agree – total sample (242) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (13\*) \*Caution small base



Responses for 'other'
Safer
Better for children
Will reduce speeding
Will reduce conflicts
Will reduce pollution

*"It will stop people speeding. The main reason they do is to get to the other end before another car appears."*

*"It allows me to continue my chores with minor inconvenience."*

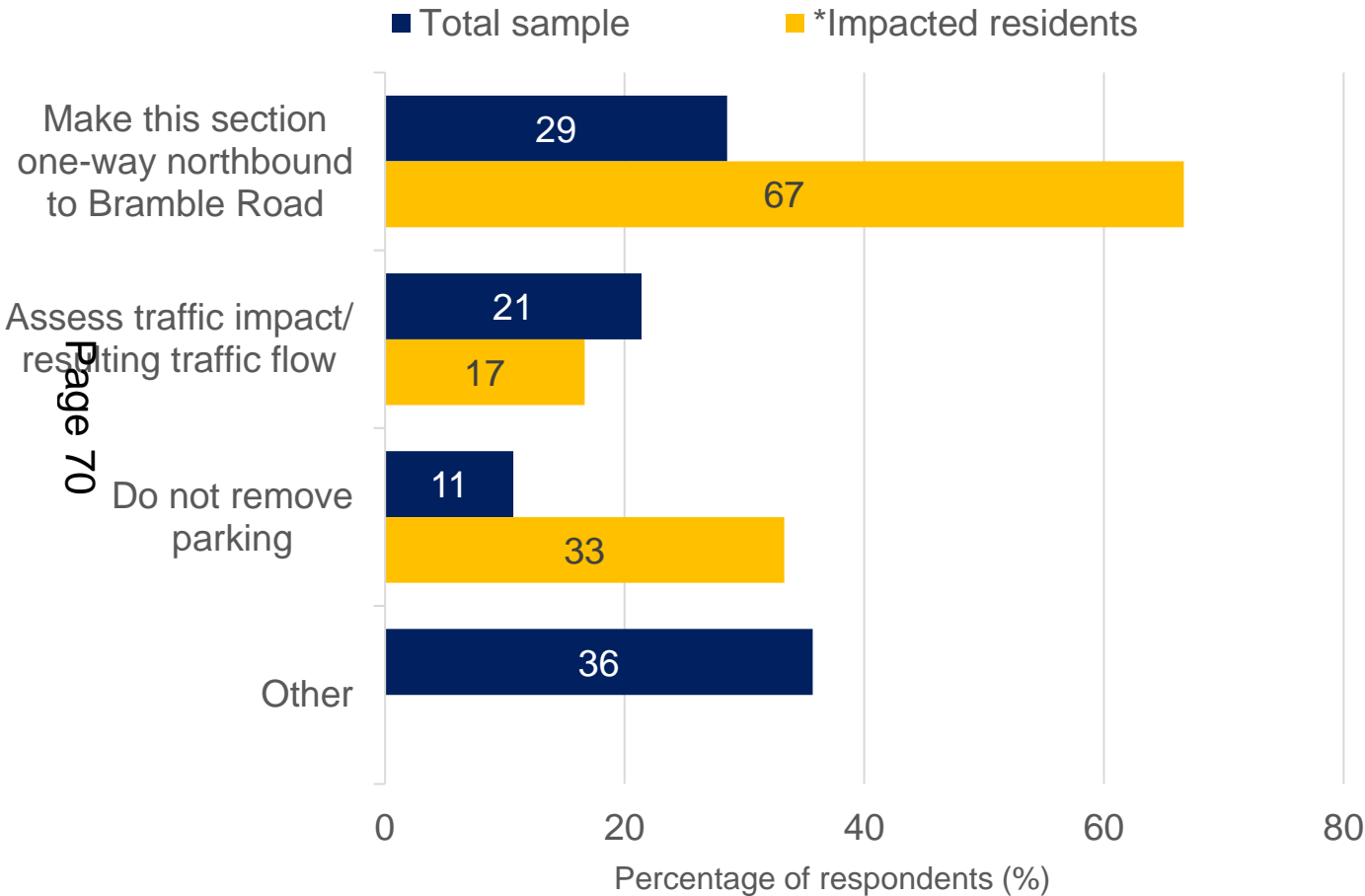
- Impacted residents

- Over 60% of respondents agree with making Talbot Road one-way south from Bramble Road to Fawcett Road as they feel this will stop through traffic, make the road less congested, or will be better for people to walk and cycle
- Impacted residents\* most agree that this proposal will make the road less congested, however, are not as convinced that this will be better for people to walk and cycle

\*Caution small base

# Talbot Road (one-way south) – agree but with some changes

Q: **‘Why do you agree – but with some changes to making Talbot Road one-way south from Bramble Road to Fawcett Road?’** | Base: Respondents who agree, but with some change – total sample (28\*) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (6\*) \*Caution small base



Responses for 'other'	%
Make the whole road one-way in the same direction	7
Consider impact to cyclists	7
Extend one way scheme to whole area	4
Other	18

*“Should be northbound. Also don't lose 2 parking spaces maybe just half a space for a smaller planter.”*

*“Making it one way is fine but removing parking spaces when it's already a problem to park is ridiculous. If you are going to remove the spaces then please look at changing the permit conditions.”*

- Impacted residents

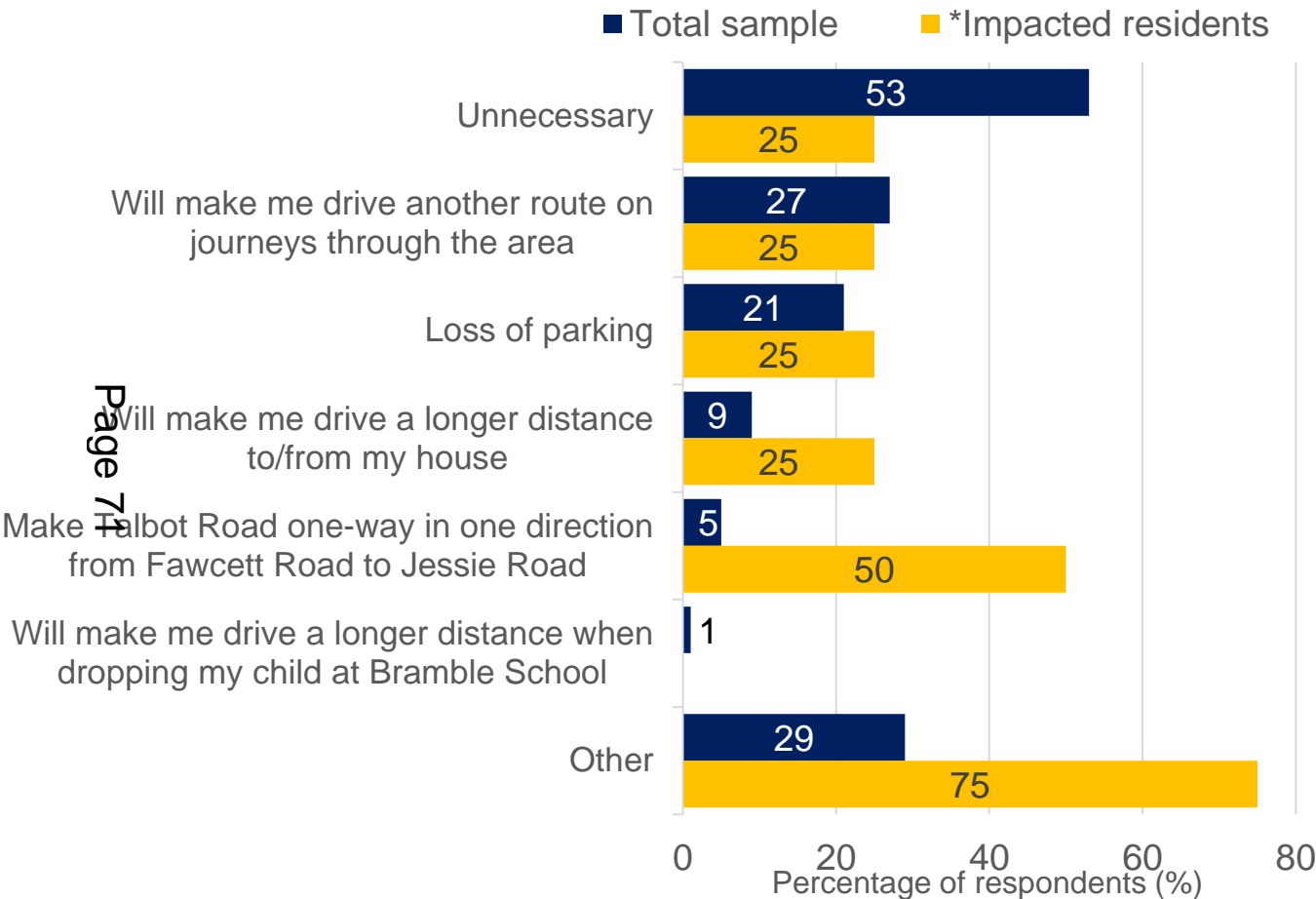
- Making this section of the road one-way northbound to Bramble Road is the most popular change respondents would make, particularly among impacted residents\*
- Respondents also suggest assessing the traffic impact or resulting traffic flow with concerns about congestion (21%), and a third of impacted residents would not like any parking removed (33%)
- Some respondents also suggest making the whole road one-way in the same direction

\*Caution small base



# Talbot Road (one-way south) – disagree

Q: **'Why do you disagree with making Talbot Road one-way south from Bramble Road to Fawcett Road?'** | Base: Respondents who disagree – total sample (100) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



Responses for 'other'	%
Concern over further congestion/ displaced traffic	15
Will be inconvenient/ cause other problems e.g. speeding	7
Make the whole road one way	4
Will cause more pollution	3
Concern over parking issues	2
Other	4

*"I agree with one way from Fawcett Road to Jessie Road, would be the best option based on what I see on a daily basis."*

*"Agree to Talbot Road one way but delivery drivers to school and bin lorries tend to reverse into Bramble from Fawcett Road because they cannot turn into Talbot at the junction to Bramble/Talbot. How would they then be able to deliver and empty bins?"*

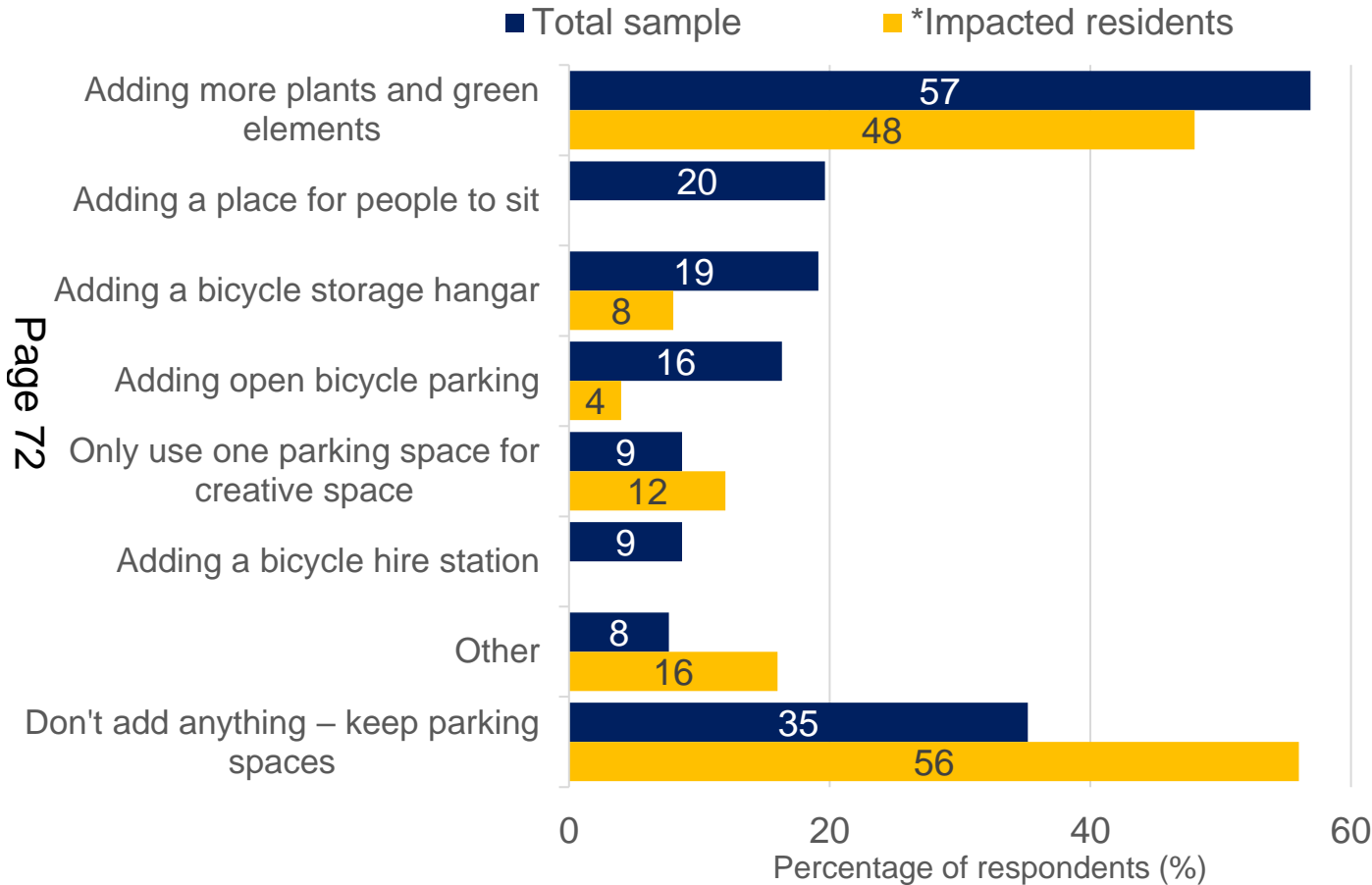
- Impacted residents

- Over half of respondents disagree with the proposal as they feel it is unnecessary (53%)
- Over a fifth of respondents also disagree as they will have to drive another route on journeys through the area (27%), or as they disagree with the loss of parking (21%)
- Impacted residents\* mostly disagree as they would like Talbot Road to be one-way in one direction from Fawcett Road to Jessie Road, or for other reasons including concerns about delivery vehicles

\*Caution small base

# Talbot Road (one-way south) – creative space

Q: *'As part of the scheme, we propose to create space by using two parking spaces at the junction of Talbot Road with Fawcett Road. How would you like to see this space used?'* | Base: Total sample (392) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for 'other'

- Consider/ additional parking
- Should be up to impacted residents
- Concern over cost of planters and/or that they will not be upkeep
- Mini open space
- Voi rental e-scooter rack

*"Or half a space for a smaller planter."*

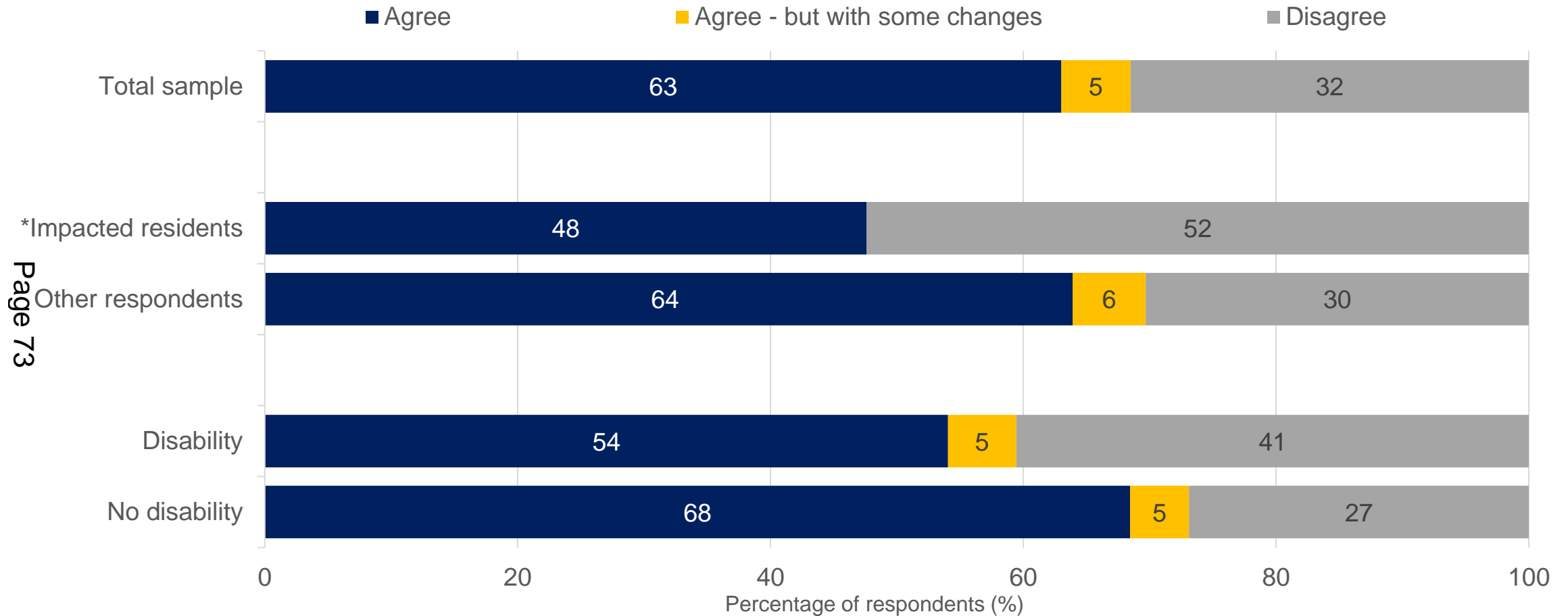
*"As a resident who finds it continuously difficult to find a parking space in the MC zone let alone in my own road, surely that will make an already intolerable situation even worse."*

- Impacted residents

- At a total sample level, most respondents would like more plants and green elements added (57%), however, most of the impacted residents would not like anything added and for the parking spaces to be kept (56%), although nearly half would also like more plants and green elements
- Around a fifth would like a place for people to sit (20%) or a bicycle storage hangar (19%)
- Around a tenth of all respondents and impacted residents also suggest only using one parking space for the creative space

# Bramble/ Talbot Road (bicycles) – levels of agreement

Q: **'What are your thoughts on bicycles being able to travel in both directions in the Bramble Road/Talbot Road one-way system?'** | Base:  
Total sample – from top to bottom (384) | (21\*), (363) | (37), (279) \*Caution small base

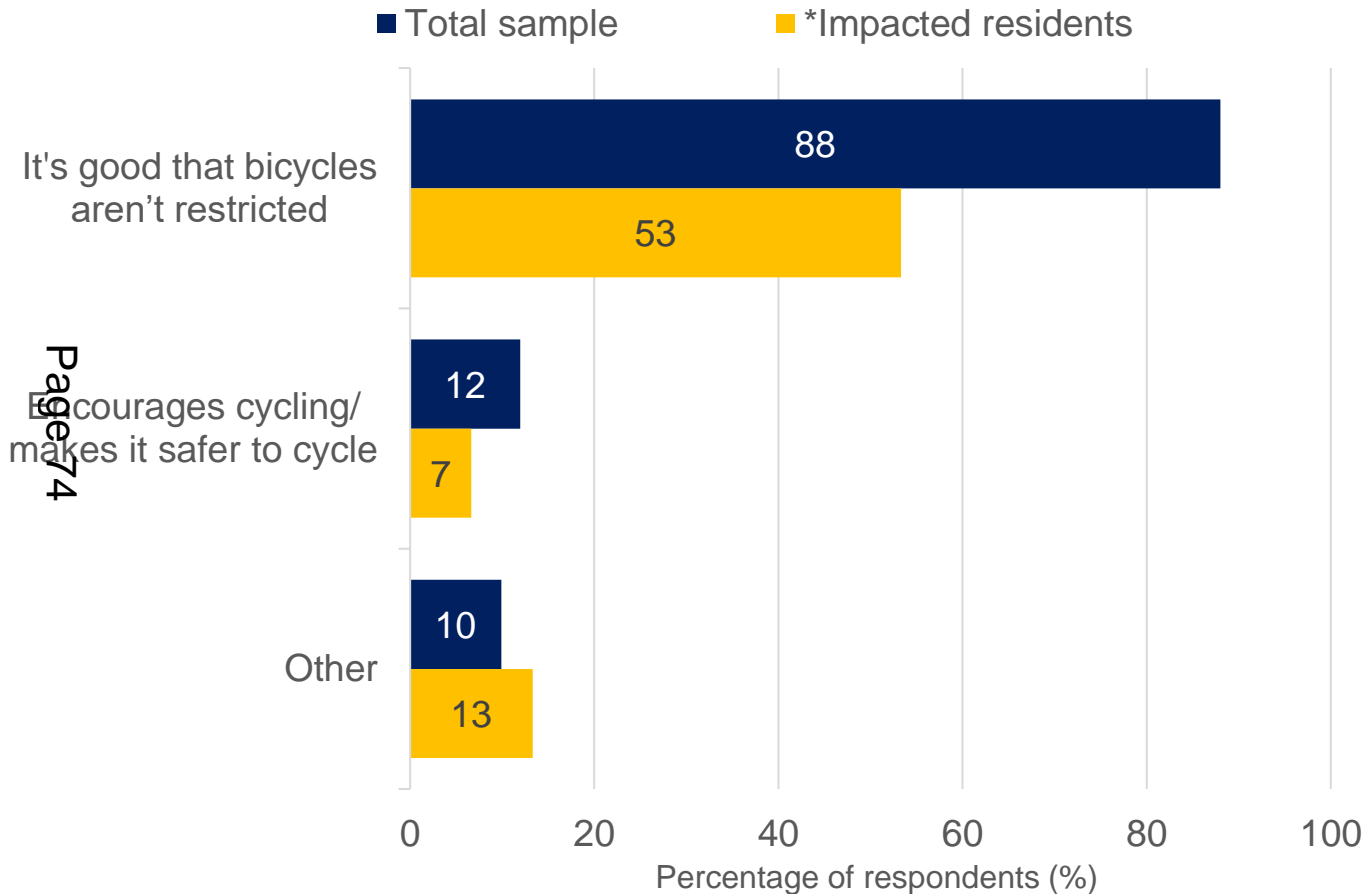


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- Most respondents agree with bicycles being able to travel in both directions of this one way system (63%), whilst a small proportion would make changes, and a just under a third disagree (32%)
- This proposal is more polarising for impacted residents; 48% agree and 52% disagree
- A lower proportion of those with a disability agree with bicycles being able to travel both ways

# Bramble/ Talbot Road (bicycles) – agree

Q: **'Why do you agree with bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?'** | Base: Respondents who agree – total sample (242) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



Responses for 'other'	%
Cyclists will travel both ways anyway/ would be difficult to enforce one way for cyclists	5
Bicycles will not cause congestion/ there's enough room on the road	2
Works well on other one way streets in the city	1
Other	1

*"Its great to encourage cycling, but without fixing buses first people are not going to be discouraged from using cars. You're just going to alienate more people and make more people angry at this change."*

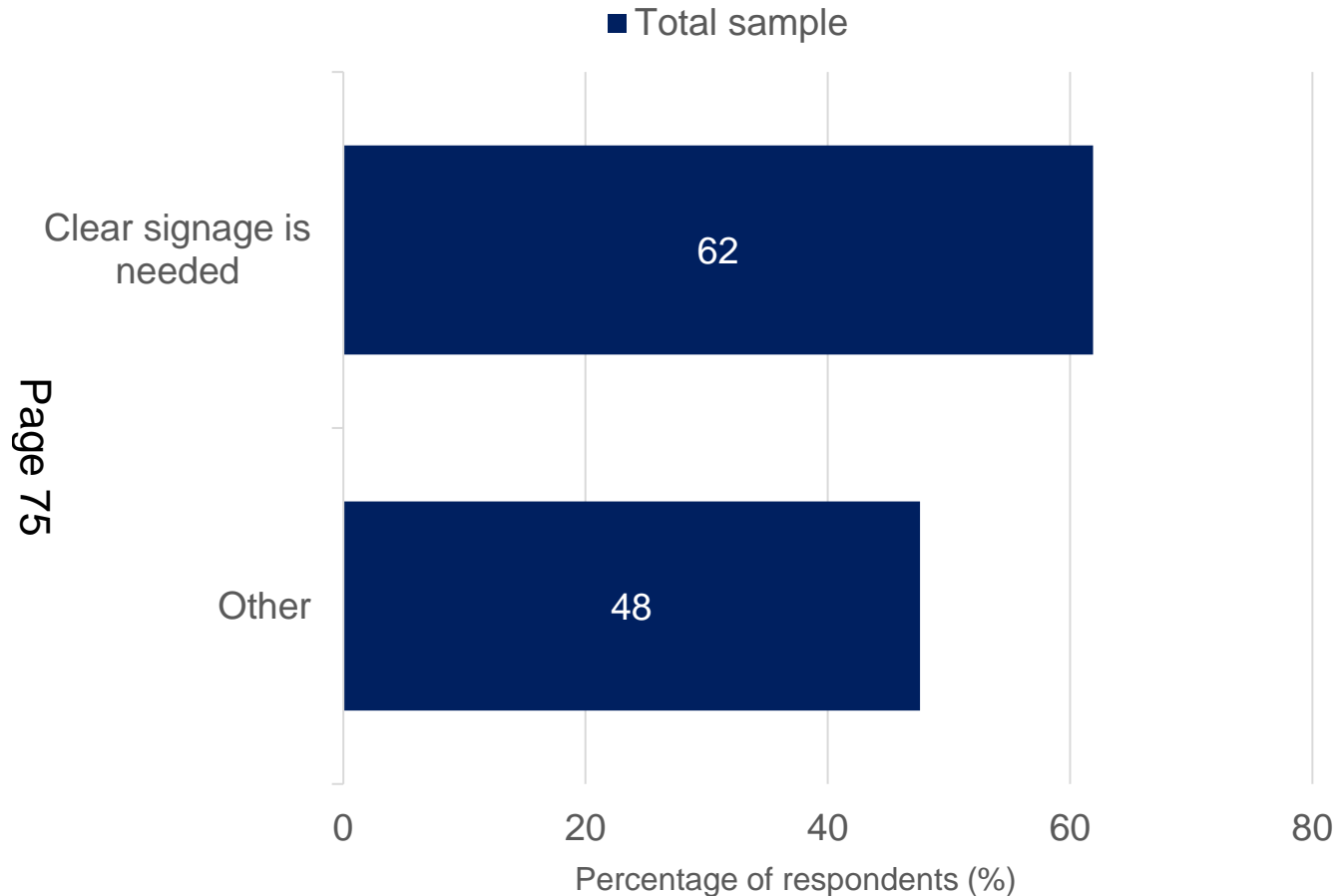
- Impacted resident

- Most respondents (88%; and 53% of impacted residents\*) agree with bicycles being able to travel in both directions as they feel it is good that bicycles aren't restricted
- 12% of respondents (and 7% of impacted residents) also feel this will encourage cycling and make it safer to cycle in this area
- Some respondents agree with the proposal as they feel cyclists will travel both directions anyway or that this would be hard to enforce (5%)

\*Caution small base

# Bramble/ Talbot Road (bicycles) – agree but with some changes

Q: **'Why do you agree – but with some changes to bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?'** | Base: Respondents who agree, but with some changes – total sample (21\*) \*Caution small base



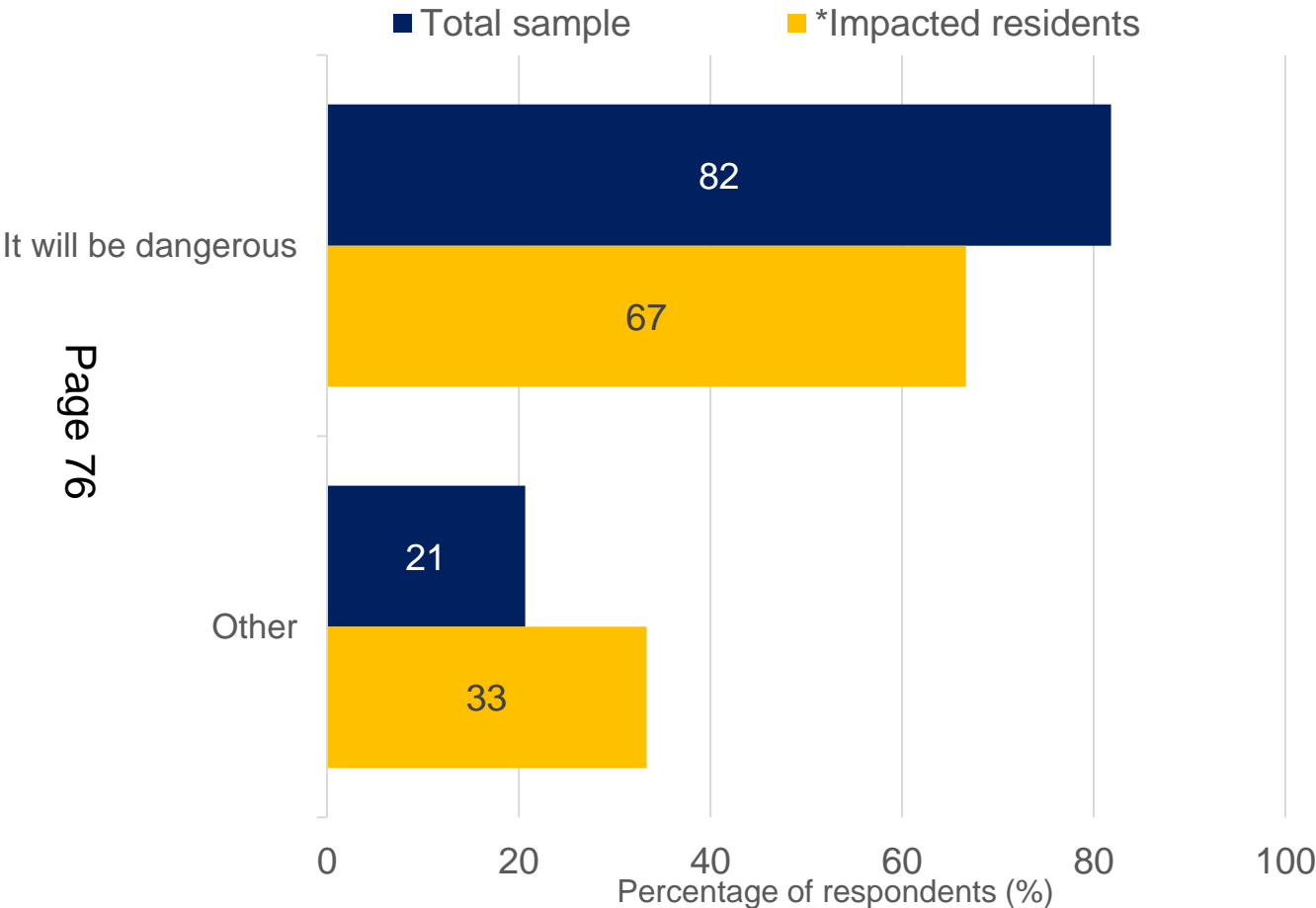
## Responses for 'other'

- Prefer separated cycle lanes
- Concern cyclists (and e-scooters) would just use the pavement
- Need clear passing spaces
- Concern over e-scooter use

- Most respondents agree but with some changes as they feel clear signage is needed
- Other reasons respondents would make some changes include preferring a separate cycle lane, concerns that cyclists would just use the pavement instead, wanting clear passing spaces to keep cyclists safe, and concerns over e-scooter use on this road

# Bramble/ Talbot Road (bicycles) – disagree

Q: **'Why do you disagree with bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?'** | Base: Respondents who disagree – total sample (121) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (12\*) \*Caution small base



Responses for 'other'	%
Cyclists unlikely to follow the rules/ will use the pavement	8
Should be same rules for all	5
Disagree with changes to the road	3
Road not wide enough	2
Other	2

*"As a cyclist, the road is barely wide enough to pass a car going the opposite direction."*

*"It will be dangerous for people cycles and cars if its one way to cars it has to be one way to everyone including bikes scooters skateboards etc."*

*"It's already dangerous as a lot of cyclists consider the pavement as a legitimate means of transit."*

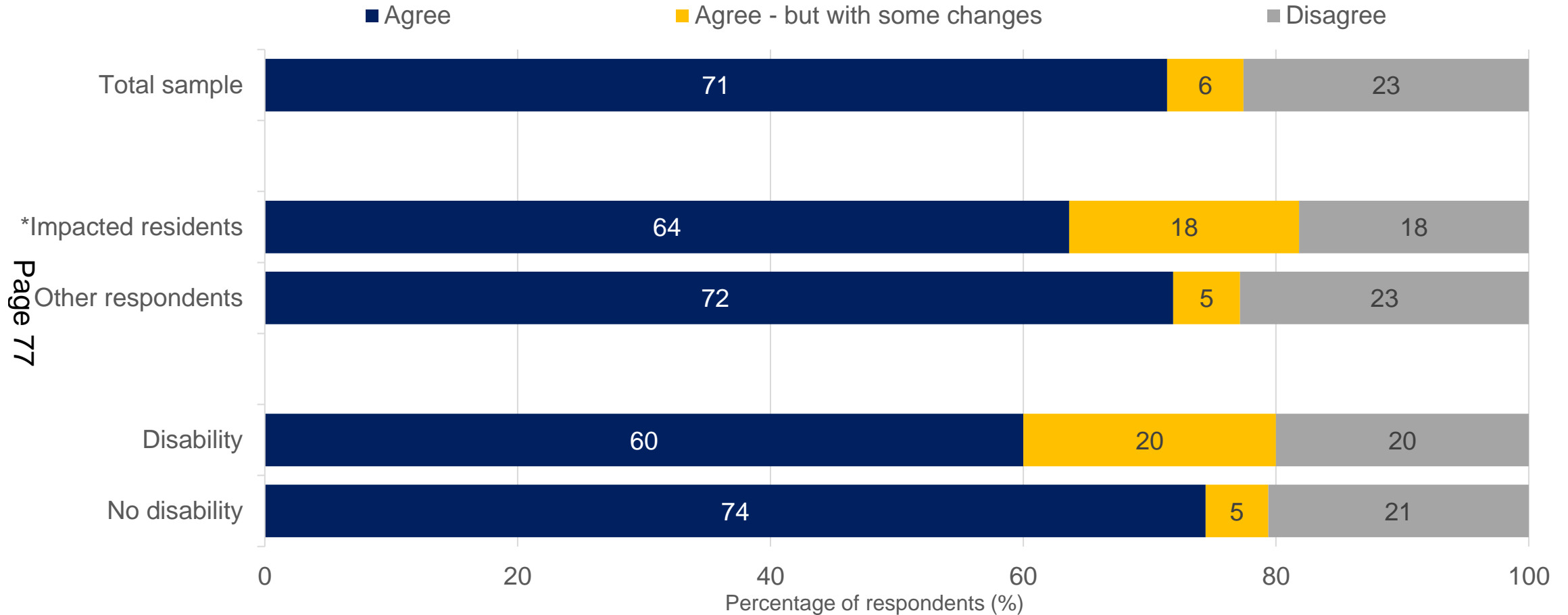
- Impacted residents

- 82% respondents (and 67% of impacted residents\*) who disagree with this proposal feel bicycles travelling in both directions will be dangerous
- Respondents also feel that it is unlikely that cyclists will follow the rules or that they will use the pavement (8%), or feel that the rules of the road should be the same for all road users (5%)

\*Caution small base

# Talbot Road (speed humps) – levels of agreement

Q: **'What are your thoughts on the proposed traffic calming (two speed humps) on Talbot Road?'** | Base: Total sample – from top to bottom (381) | (22\*), (359) | (40), (262) \*Caution small base



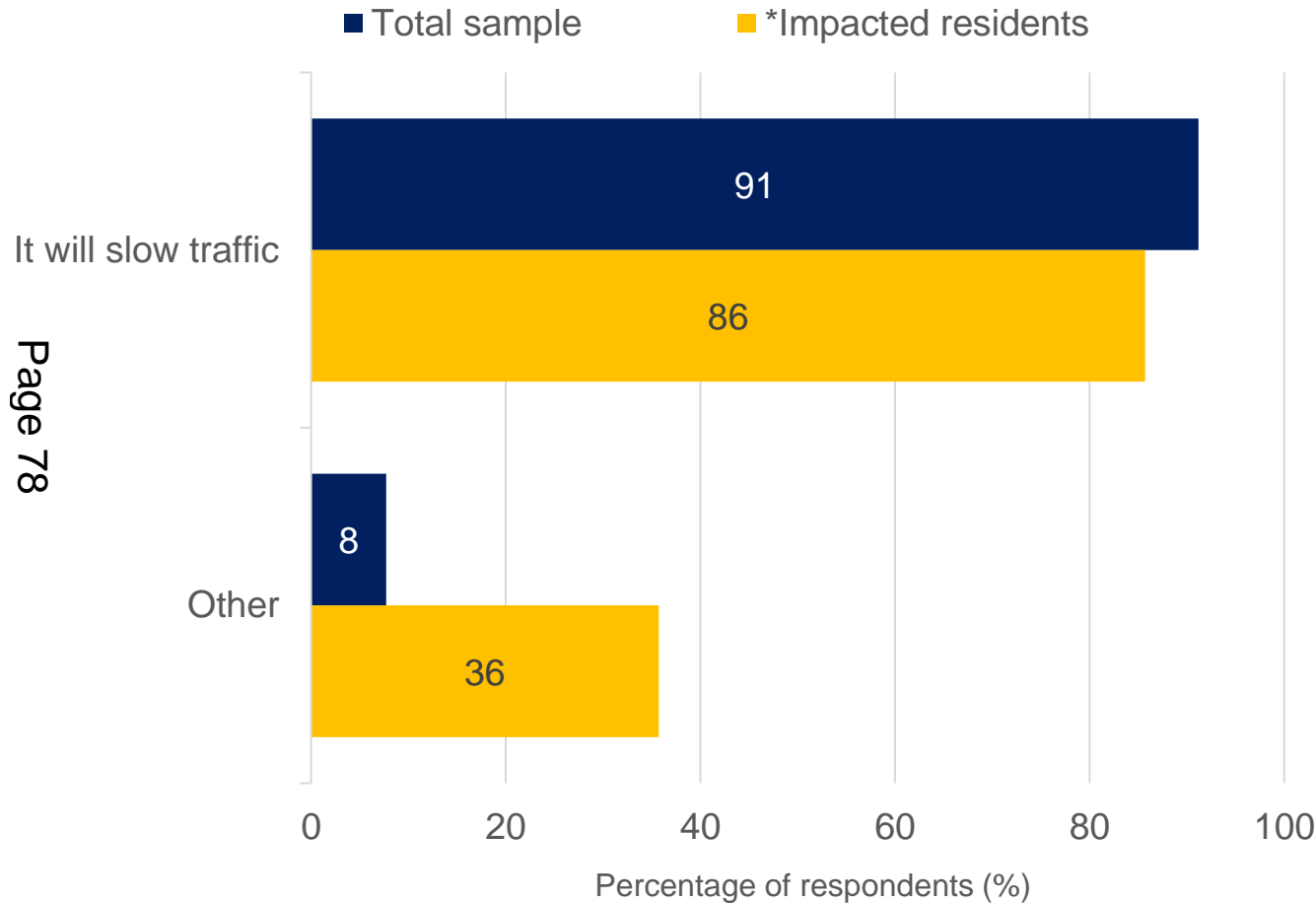
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- Three quarters of respondents agree with the proposed traffic calming on Talbot Road or agree but with some changes (77%); around a quarter disagree (23%)
- A higher proportion of impacted residents and those with a disability would make changes to this proposal



# Talbot Road (speed humps) – agree

Q: **'Why do you agree with the traffic calming on Talbot Road?'** | Base: Respondents who agree – total sample (272) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (14\*) \*Caution small base



Responses for 'other'	%
Will make the road safer	4
Forces drivers to adhere to the speed limit	2
Good for cyclists	1
Should discourage drivers from using the road as a rat run	1
Other	1

*"Putting in one-way roads will encourage the cars to drive faster, this helps slow them back down. Will enable you to have bikes going the opposite direction."*

*"Would maybe encourage motorists to use more suitable alternative routes."*

*"It might be possible to turn out of Bramble Road safely - very dangerous at any time due to poor visibility."*

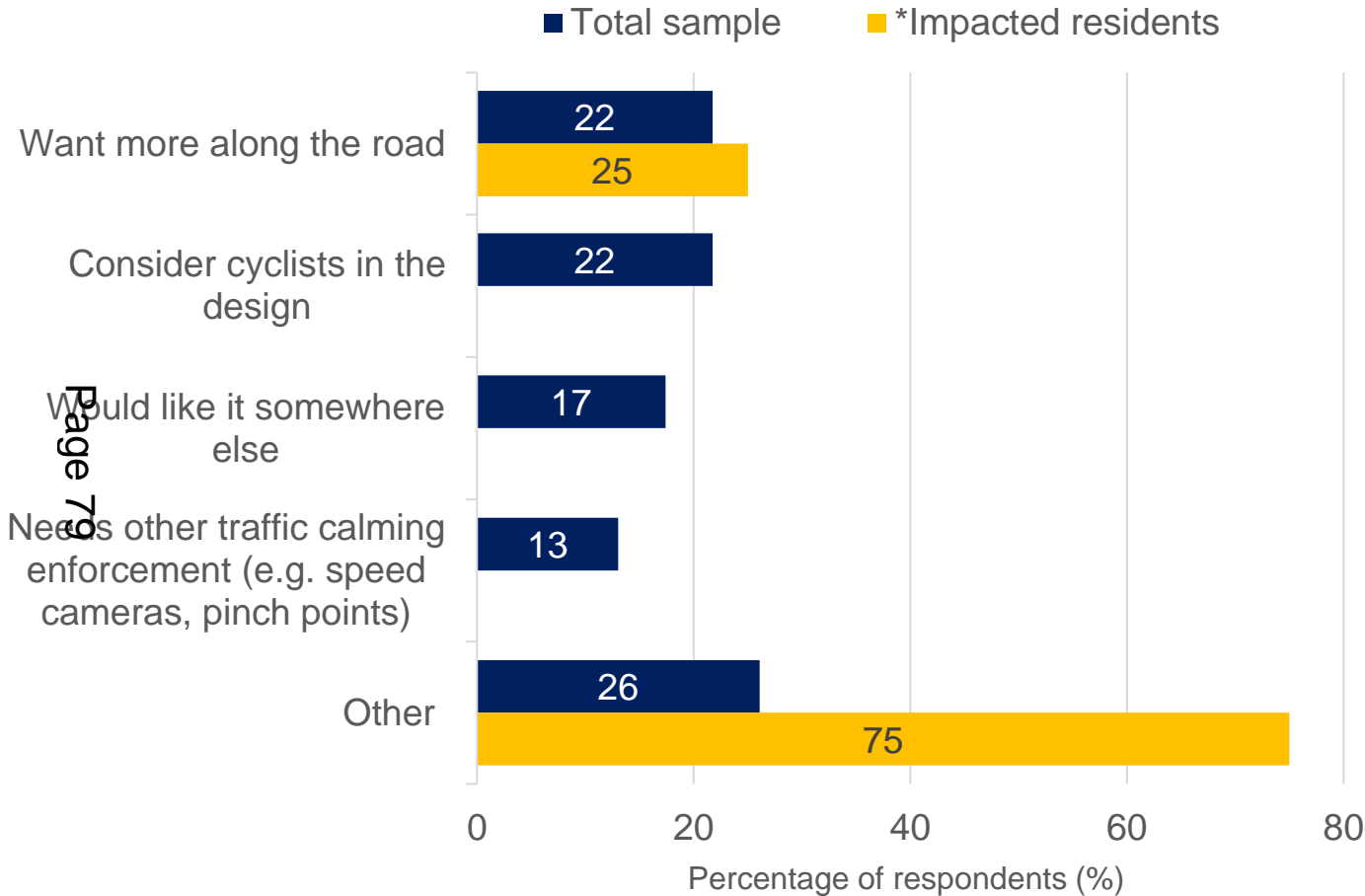
- Impacted residents

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- The vast majority of respondents and impacted residents\* agree with the proposed speed humps as they feel it will slow traffic
- Smaller proportions of respondents feel it will make the road safer (4%) and force drivers to adhere to the speed limit (2%)

# Talbot Road (speed humps) – agree but with some changes

Q: **‘Why do you agree – but with some changes to the traffic calming on Talbot Road?’** | Base: Respondents who agree, but with some changes – total sample (23\*) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



- ### Responses for ‘other’
- Shouldn't be needed if one-way
  - Depends on placement
  - Need to remove parking at humps

*“All depends on where the speed bumps are placed.”*

*“I agree we need the humps especially if it was one way the whole way down the road. I'm not a fan due to health issues however if they have to be implemented I don't feel 2 will be enough of a deterrent to some drivers who would use them as a challenge.”*

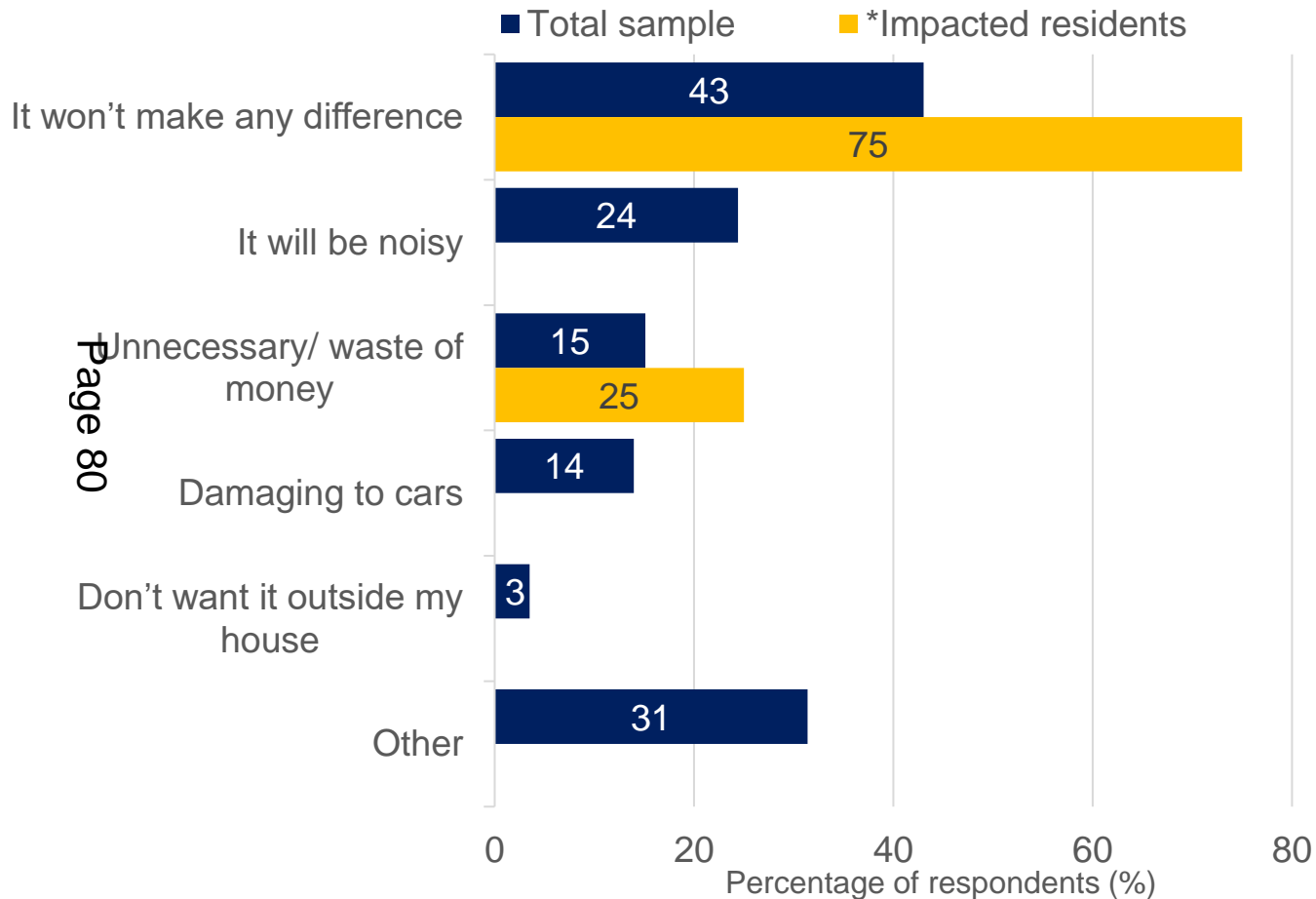
*“Do we need if going to be one way?”*

- Impacted residents

- Just over a fifth of respondents who would make some changes to the proposal would like more speed humps along the road or would like cyclists to be considered in the design (22%); 17% would like the speed humps somewhere else
- Respondents also suggest having alternative traffic calming enforcement such as speed cameras or pinch points (13%)

# Talbot Road (speed humps) – disagree

Q: **'Why do you disagree with the traffic calming on Talbot Road?'** | Base: Respondents who disagree – total sample (86) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



Responses for 'other'	%
Will cause more pollution	9
Inconvenient/ uncomfortable	7
Dangerous	7
Other traffic calming would be better (e.g. chicanes)	5
Cause more traffic	3
Other	6

*"Not sure it is needed if made one way."*

- Impacted resident

- Respondents who disagree with traffic calming on Talbot Road mostly feel this will not make any difference (43%; 75% of impacted residents\*)
- Respondents also feel they will be noisy (24%), are unnecessary or a waste of money (15%), or are concerned they will be damaging to cars (14%)
- Other reasons respondents disagree with the speed humps include concerns that they will cause more pollution due to acceleration between the humps (9%), feeling that they are inconvenient or uncomfortable (7%), or feeling that they are dangerous (7%)



# Sutherland Road and Fawcett Road

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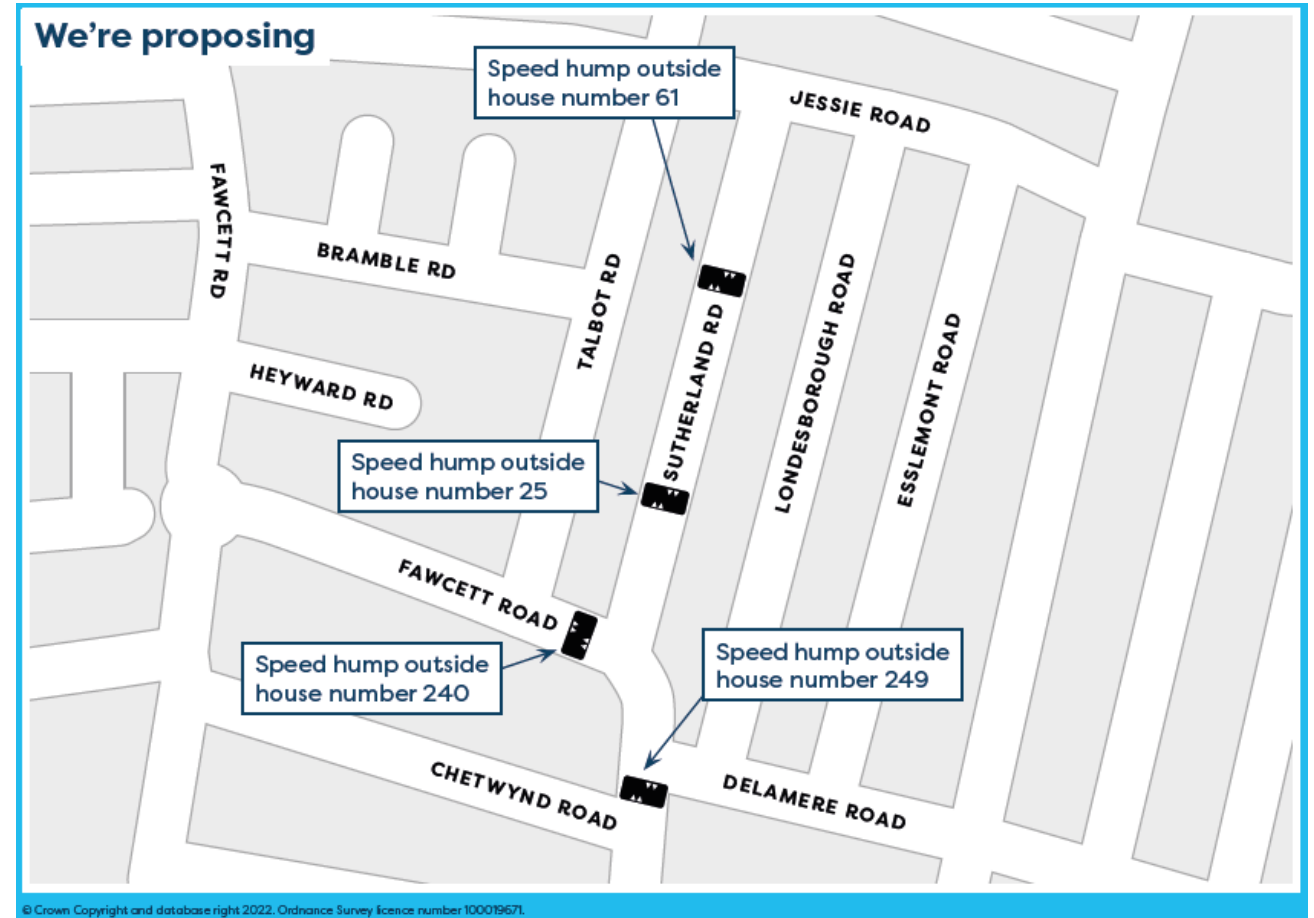
# Proposed changes on Sutherland Road and Fawcett Road

## Previous consultation revealed the following issues:

- Some vehicles travel along these roads over the 20mph speed limit

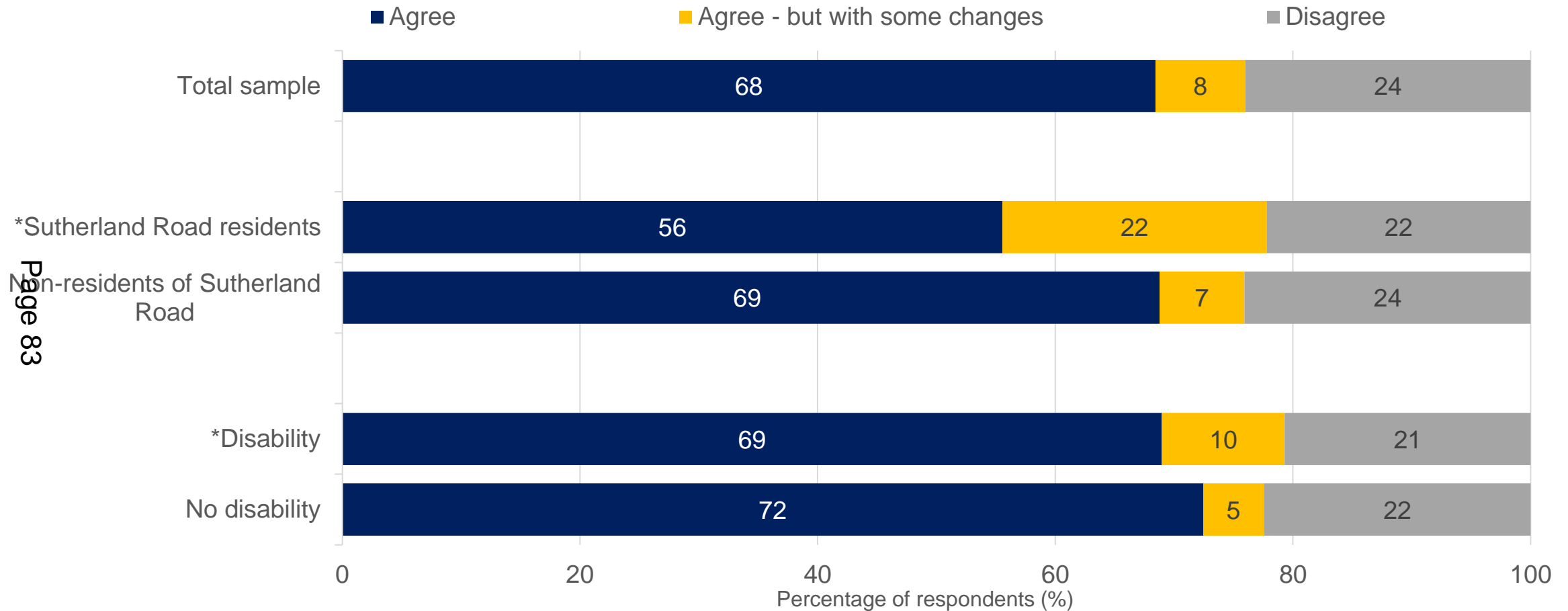
## This design proposes to:

- Add speed humps on Sutherland Road that span the width of the road
- Add speed humps on Fawcett Road that span the width of the road



# Sutherland Road – levels of agreement

Q: **'What are your thoughts regarding the proposed speed humps on Sutherland Road?'** | Base: Total sample – from top to bottom (358) | (9\*), (349) | (29\*), (254) \*Caution small base



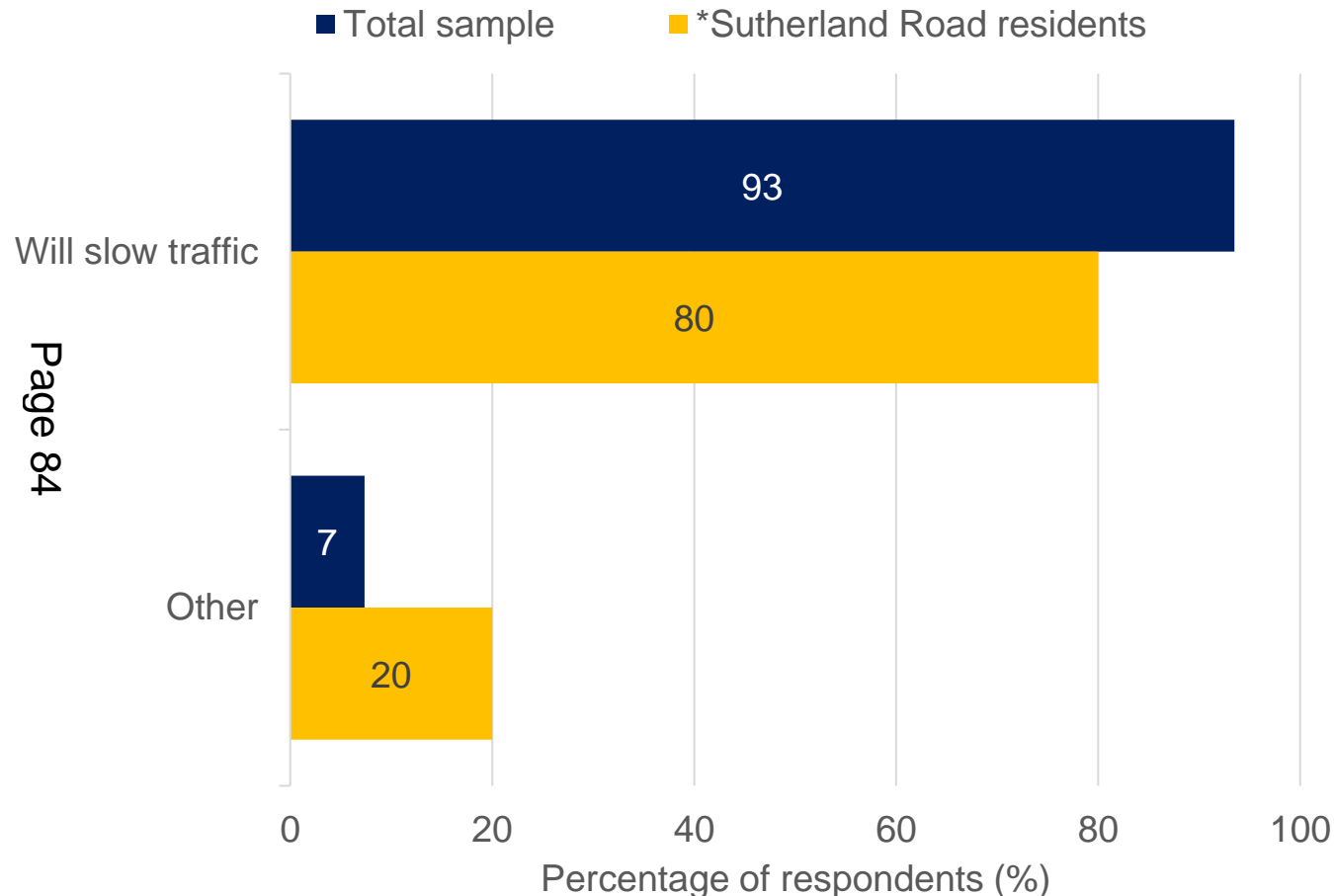
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- Over two thirds of respondents agree with adding speed humps on Sutherland Road, whilst 8% would make some changes and around a quarter disagree
- Most Sutherland Road residents still agree with adding speed humps, however a higher proportion would make some changes

# Sutherland Road – agree

Q: **'Why do you agree with the speed humps on Sutherland Road?'** | Base: Respondents who agree – total sample (245) | Sutherland Road residents (5\*)

\*Caution small base



## Responses for 'other'

Will make the road safer

Should reduce drivers using Sutherland Road to avoid other changes made in the area

They work well elsewhere

Might reduce congestion

Need to extend to surrounding roads too to limit impact elsewhere

*"Will stop boy racers tearing down a road where lots of children live."*

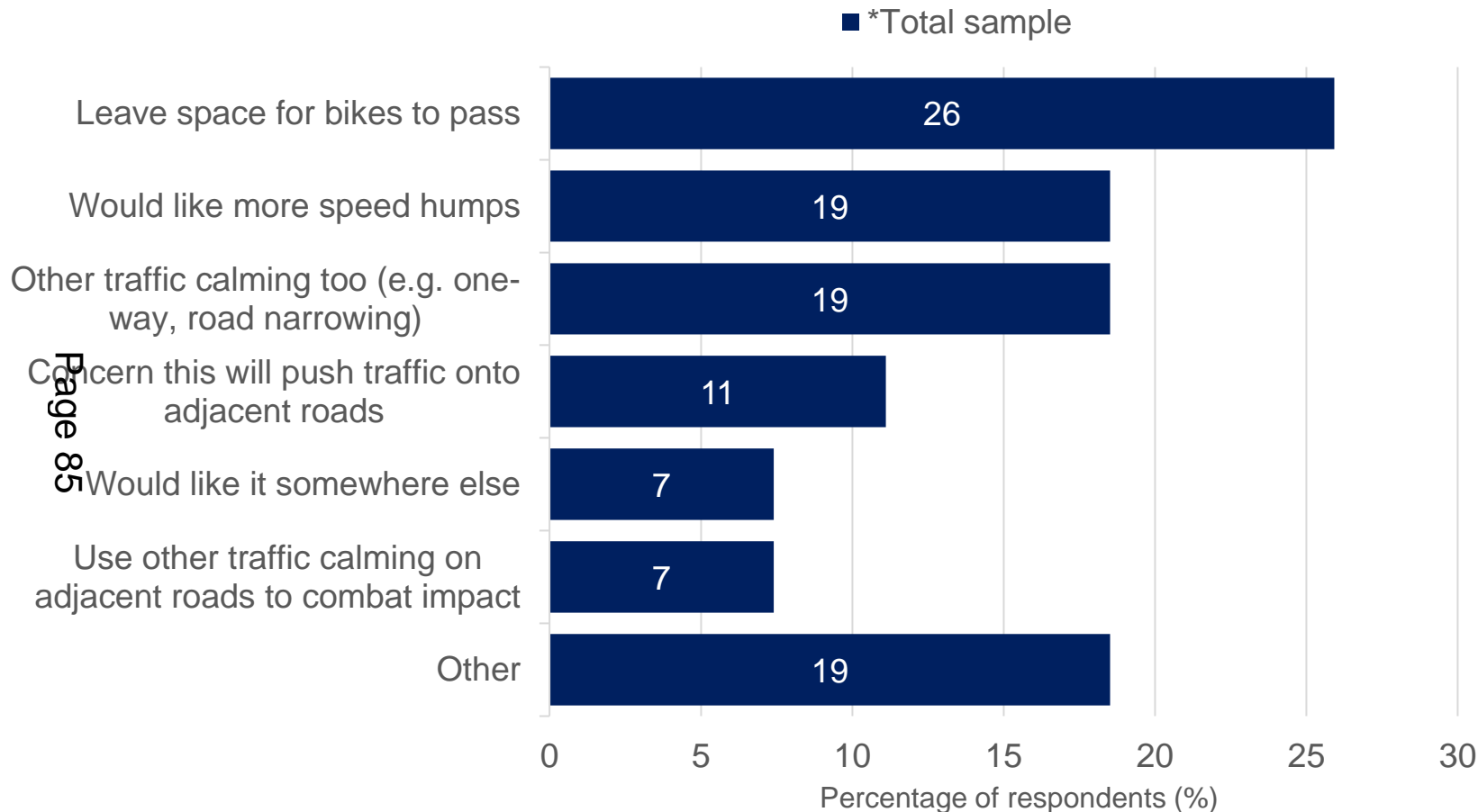
- Sutherland Road resident

- 93% of respondents (and 80% of Sutherland Road residents\*) who agree with the speed humps feel they will slow traffic
- Other reasons respondents agree with adding speed humps include making the road safer, as they should reduce the number of drivers using Sutherland Road to avoid other changes made in the area, and because speed humps are successful elsewhere



# Sutherland Road – agree but with some changes

Q: ***‘Please explain why you agree – but with some changes to the speed humps on Sutherland Road?’*** | Base: Respondents who agree, but with some changes – total sample (27\*) \*Caution small base



*“The bumps shouldn’t stretch width of the road, have them central so that bikes can get by traffic safely.”*

*“Add a one-way system as well.”*

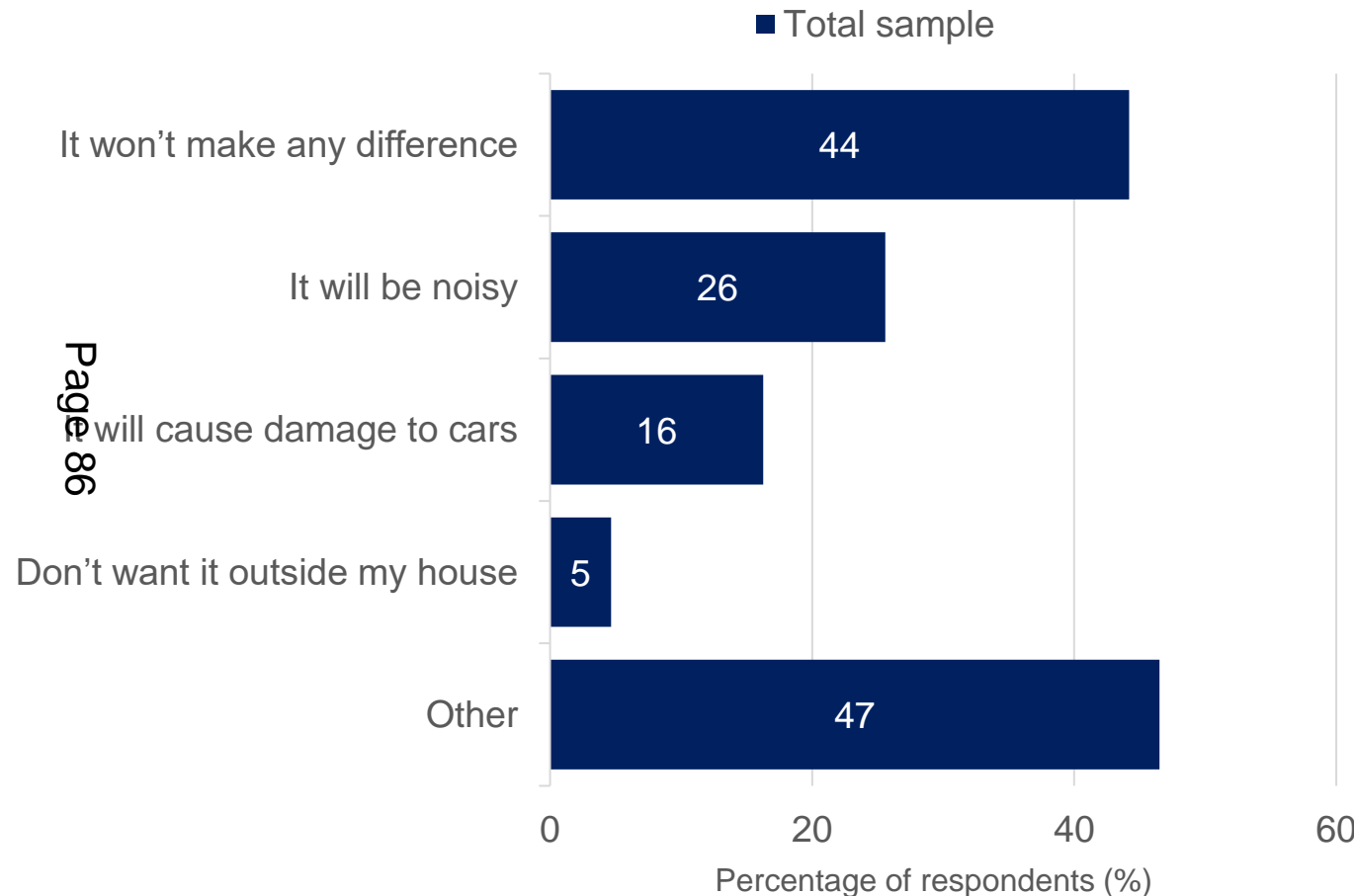
- Sutherland Road residents

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- Respondents who agree but with some changes would most like for the speed humps to leave space for bikes to pass in Sutherland Road (26%), more speed humps (19%), or for other traffic calming to also be used here, such as making the road one-way or road narrowing (19%)
- Respondents also express concern that this will push traffic onto adjacent roads (11%)
- Other changes suggested include adding only one speed hump or making sure they do not span the whole width of the road

# Sutherland Road – disagree

Q: **'Why do you disagree with the speed humps on Sutherland Road?'** | Base: Respondents who disagree – total sample (86)



Responses for 'other'	%
Unnecessary	9
Will cause pollution	8
Will cause traffic/ congestion	8
Inconvenient and/or dangerous (especially to cyclists)	7
Generally against speed humps	7
Use other traffic calming measures instead (e.g. one-way, speed cameras, road narrowing)	5
Other	5

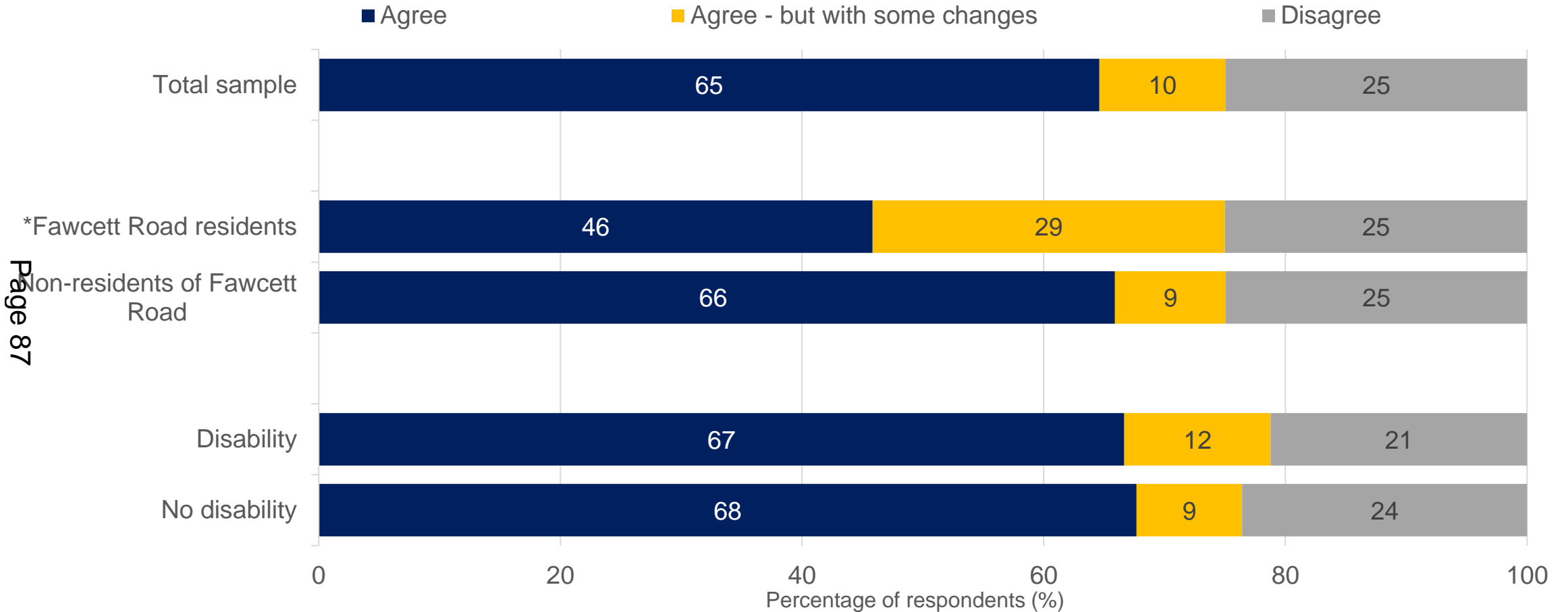
*"It will cause more arguments, frustrated motorists and difficulty manoeuvring."*

- Sutherland Road resident

- Respondents disagree with adding speed humps on Sutherland Road as they mostly feel it will not make any difference (44%), or because it will be noisy (26%). Respondents also feel the speed humps will cause damage to cars (16%)
- Other reasons respondents disagree with the speed humps include feeling they are unnecessary (9%), will cause pollution (8%), or will cause traffic/ congestion (8%)
- Just one Sutherland Road resident gave reasons for disagreeing with the speed humps – feeling they will be inconvenient and cause conflict

# Fawcett Road – levels of agreement

Q: **'What are your thoughts regarding the proposed speed humps on Fawcett Road?'** | Base: Total sample – from top to bottom (373) | (24\*), (349) | (33), (263) \*Caution small base

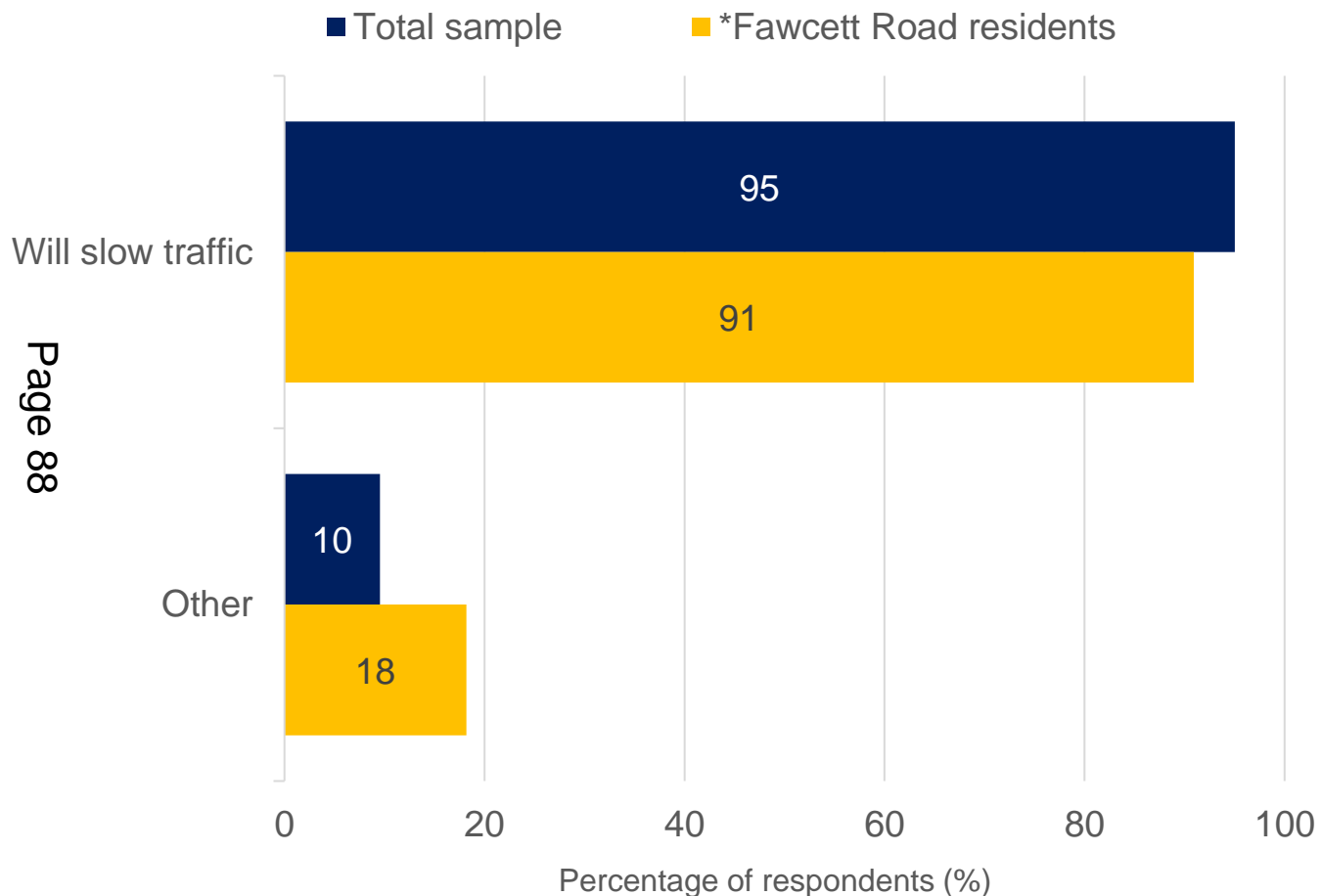


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- Around two thirds of respondents agree with adding speed humps on Fawcett Road, whilst 10% would make some changes and a quarter disagree
- A lower proportion of Fawcett Road residents agree with the speed humps (46% compared to 66% of non-residents); a higher proportion would make some changes to the proposal

# Fawcett Road – agree

Q: **'Why do you agree with the speed humps on Fawcett Road?'** | Base: Respondents who agree – total sample (241) | Fawcett Road residents (11\*) \*Caution small base



- ### Responses for 'other'
- Will make the road safer
  - Should reduce those using Fawcett Road as a short cut/ reduce congestion
  - The bend in Fawcett Road is dangerous for speeding
  - Necessary
  - Will make the road better for cyclists
  - Works well elsewhere

*"Stop cars speeding through at 30, 40mph."*

*"Might deter people taking short cuts."*

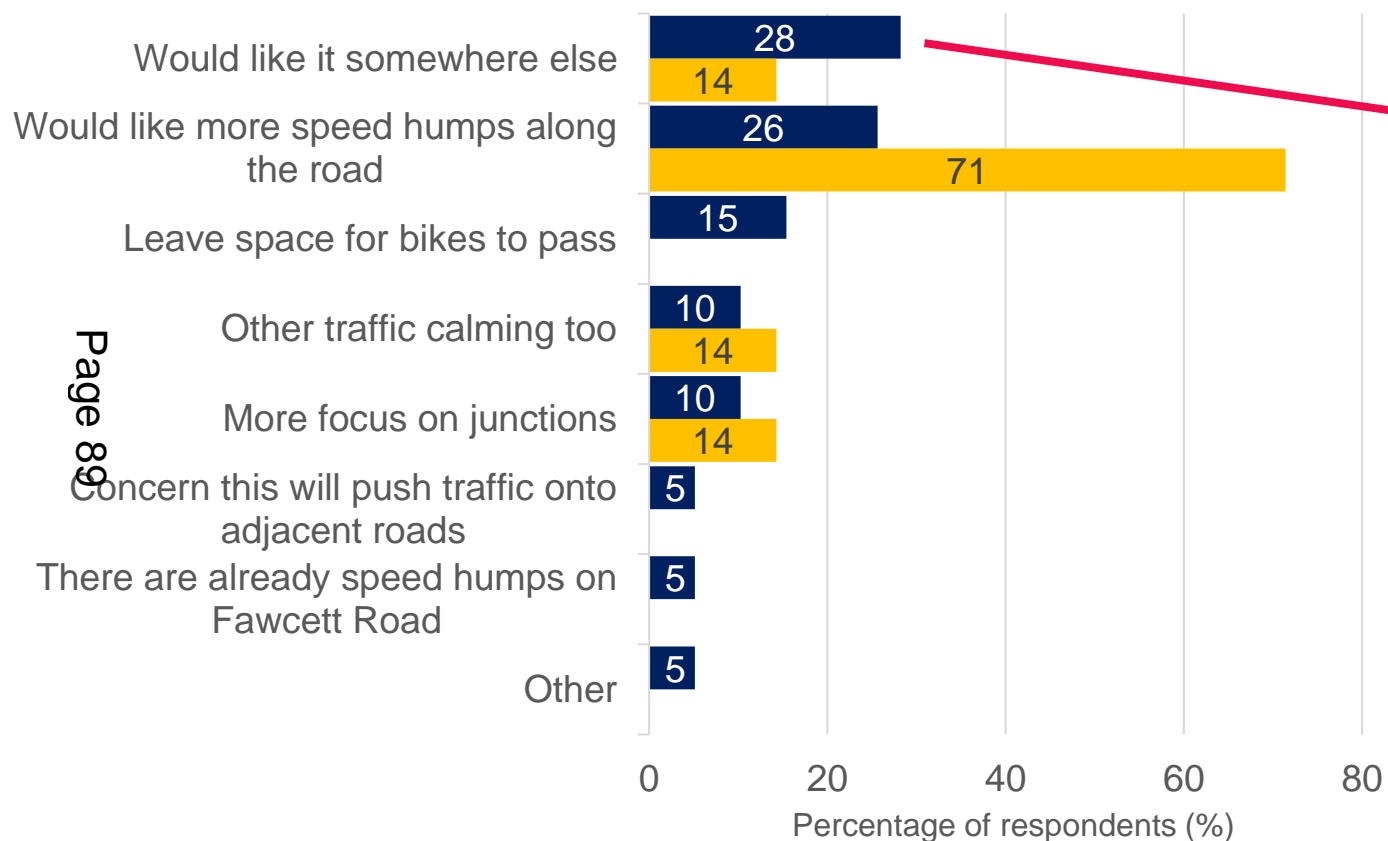
- Fawcett Road residents

- Of those who agree with adding speed humps in Fawcett Road, the vast majority of respondents (and Fawcett Road residents\*) feel this will slow traffic
  - Other reasons respondents agree with the proposal include making the road safer and reducing those using Fawcett Road as a shortcut – the same as for Sutherland Road
  - Specifically, respondents also feel this will help with speeding at the bend in Fawcett Road, which many feel is dangerous
- \*Caution small base

# Fawcett Road – agree but with some changes

Q: ***‘Please explain why you agree – but with some changes to the speed humps on Fawcett Road?’*** | Base: Respondents who agree, but with some changes – total sample (39) | Fawcett Road residents (7\*) \*Caution small base

■ Total sample      ■ \*Fawcett Road residents



*“Between Fawcett Inn roundabout and Talbot junction there should be at least one more additional speed ramp.”*

*“More humps, junction with Darlington and Wheatstone. Otherwise bad drivers will accelerate to make up for the seconds they lost.”*

*“Additional traffic calming in other streets west and east of Fawcett Road - Jessie Road, Stansted Road, Percy Road, Lawson Road.”*

- Fawcett Road residents

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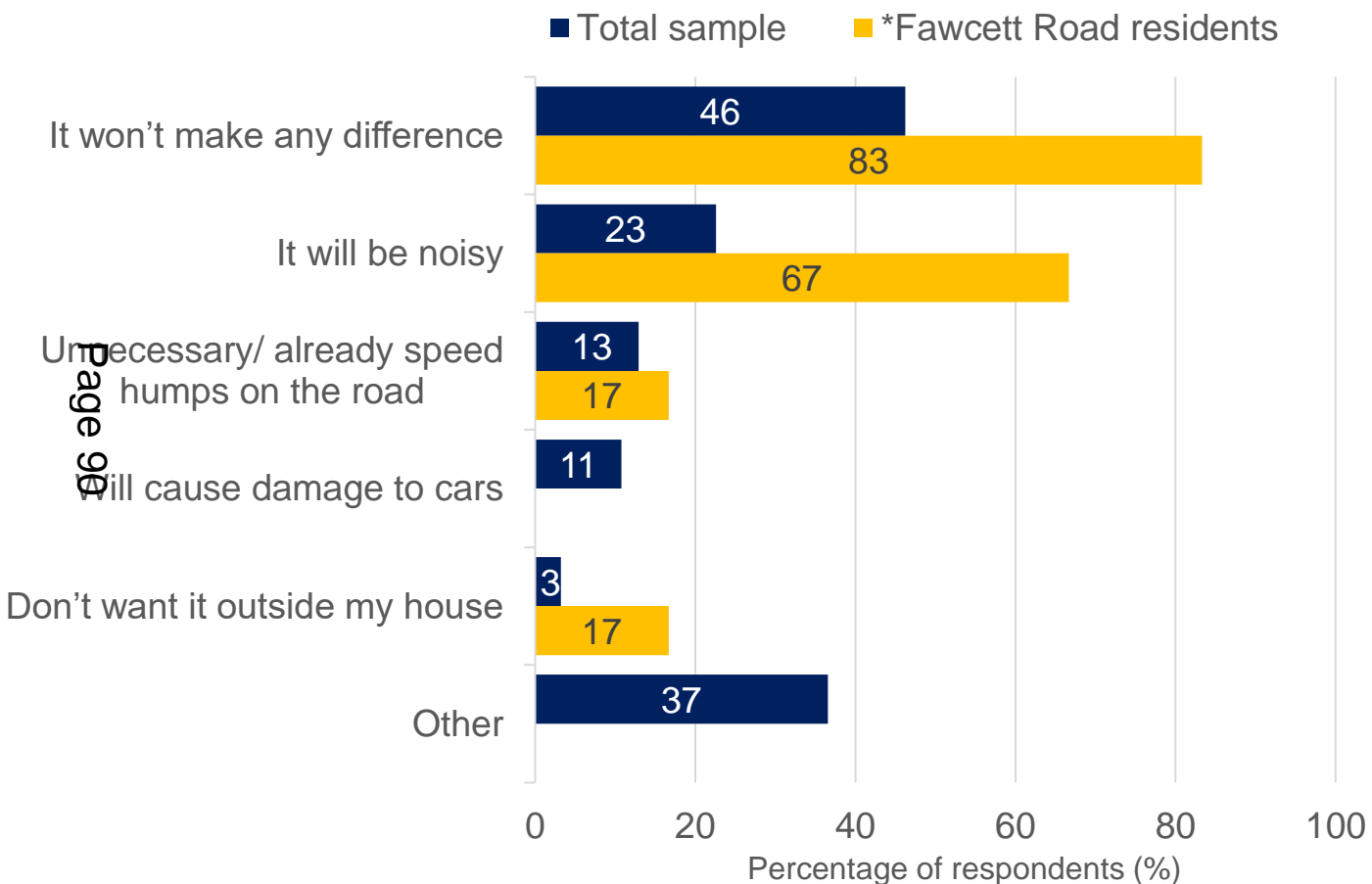
- Respondents who would make some changes to the speed humps proposed on Fawcett Road would like it somewhere else (28%), such as along Lawrence Road, down Chetwynd Road, or either side of the Darlington Road junction on Fawcett Road
- Fawcett Road residents\* would most like more speed humps along the road (71%)
- Respondents also suggest leaving space for bikes to pass (15%), using other traffic calming too (10%), or giving more focus to the junctions on Fawcett Road (10%)

\*Caution small base

# Fawcett Road – disagree

Q: **'Why do you disagree with the speed humps on Fawcett Road?'** | Base: Respondents who disagree – total sample (93) | Fawcett Road residents (6\*)

\*Caution small base



Responses for 'other'	%
Will cause pollution	9
Generally against speed humps	8
Will cause traffic/ congestion	4
Dangerous (especially to cyclists)	4
Inconvenient/ annoying	4
Other	2

*"There's speed humps already in Fawcett Road and they still speed."*

- Fawcett Road resident

- 46% of respondents (and 83% of Fawcett Road residents) who disagree with the speed humps on Fawcett Road feel they will not make any difference
- Fawcett Road residents\* are also largely concerned about the speed humps being noisy
- Around a tenth of respondents feel that the speed humps are unnecessary/ there are already enough on the road (13%), are concerned about the potential damage to cars (11%), or feel they will cause pollution (9%)

\*Caution small base



# Getting involved & communications

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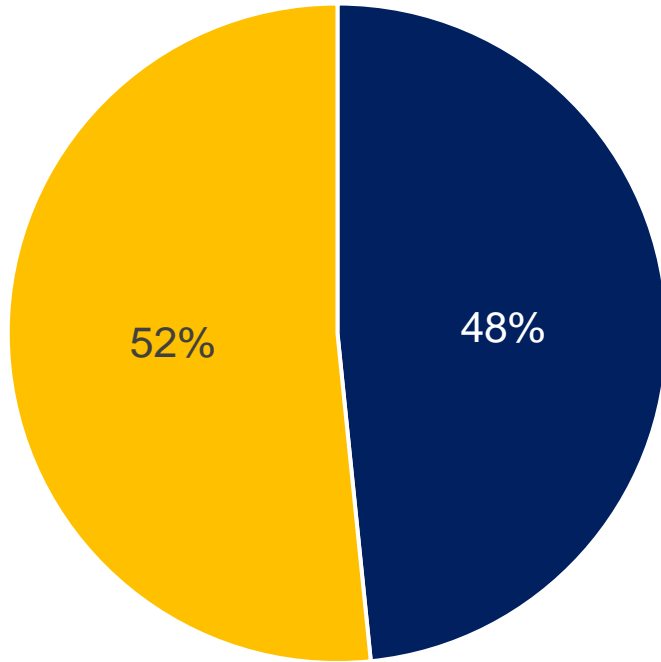


# Newsletter and community greening

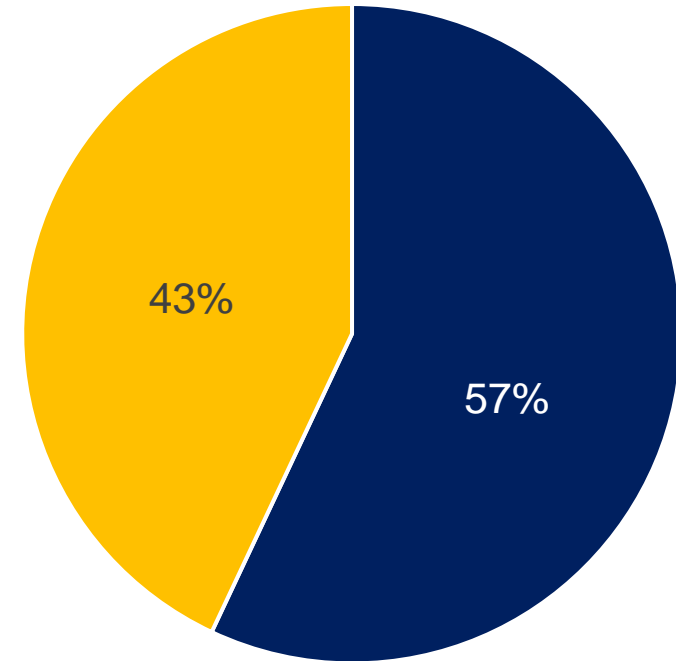
Q: *'Would you like to sign up to the newsletter?'* | Base: Total sample (620)

*Respondents who would like to sign up to the newsletter.* | Base: 300

■ Yes ■ No



■ APN area residents ■ Other respondents



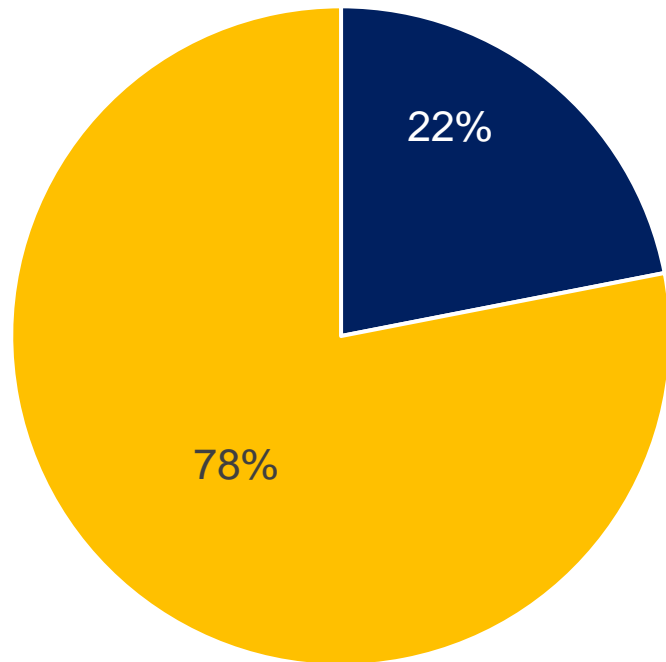
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- Around half of respondents would like to sign up to the newsletter
- Of those, 57% are residents or business owners in the Active Pompey Neighbourhood area

Q: 'Would you like to participate in the community greening as part of the creating spaces, if this aspect of the scheme goes ahead?' |

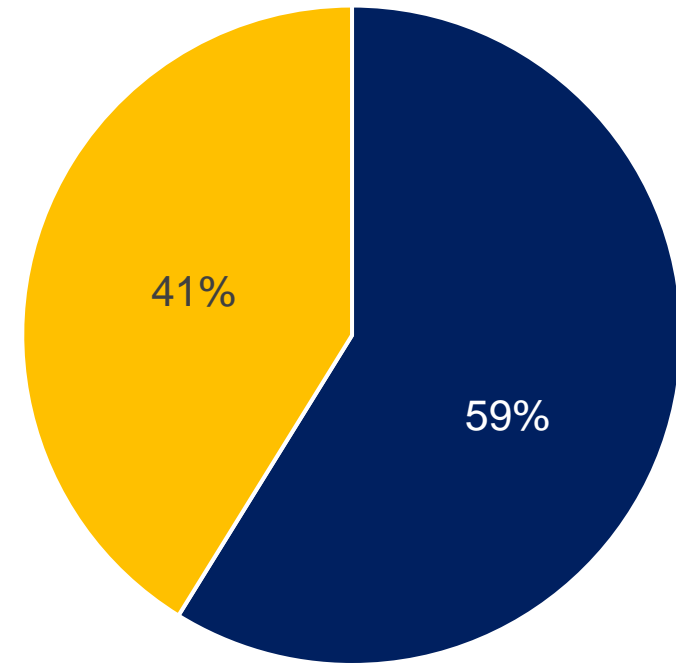
Base: Total sample (619)

■ Yes ■ No



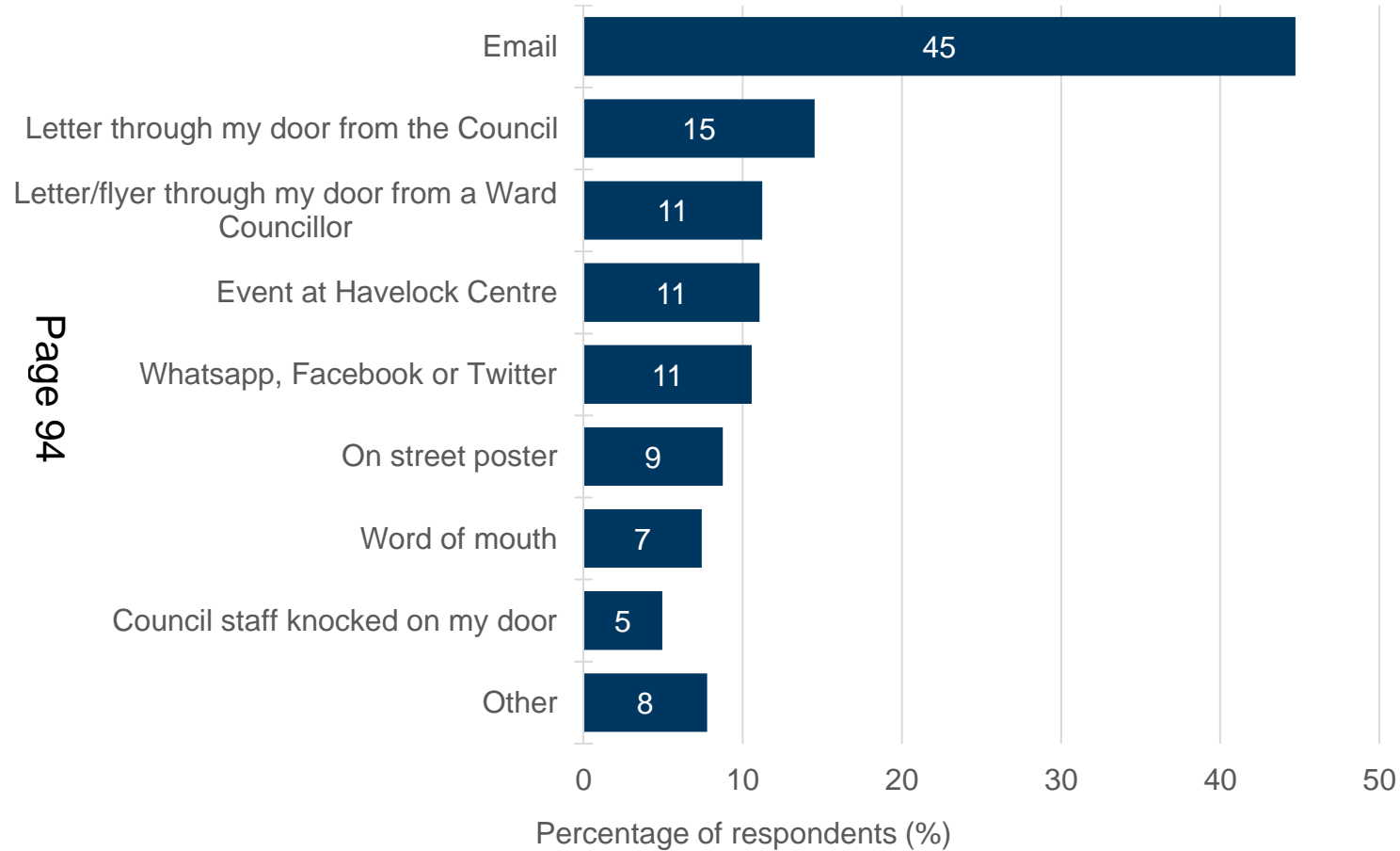
Respondents who would like to participate in community greening as part of the creating spaces. | Base: 136

■ APN area residents ■ Other respondents



- 22% of respondents would like to participate in the community greening as part of the creating spaces aspect of the trial
- Of these, most were residents or business owners in the Active Pompey Neighbourhood area (59%)

Q: **'How did you find out about this survey?'** | Base: Total sample (606)



Responses for 'other'	%
The news	3
A group/ online forum (e.g. Pompey Cycle forum, Nextdoor app)	2
Impacted business (e.g. taxis)	1
Councillor or local MP	1
Council website	<1
Other	1

- Most respondents found out about this survey via email (45%), followed by letters through their door from either the council (15%) or a ward councillor (11%)
- 11% also found out about the consultation through the event at Havelock Centre or through social media such as Whatsapp, Facebook or Twitter

## Statutory Consultees

Organisation	Contact	Email
Hants Fire	James Couch	<a href="mailto:james.couch@hantsfire.gov.uk">james.couch@hantsfire.gov.uk</a>
Hants Fire	Mailbox	<a href="mailto:CSEast@hantsfire.gov.uk">CSEast@hantsfire.gov.uk</a>
Police	Traffic Management	<a href="mailto:traffic.management@hampshire.pnn.police.uk">traffic.management@hampshire.pnn.police.uk</a>
Ambulance	Mailbox	<a href="mailto:emergency.planning@scas.nhs.uk">emergency.planning@scas.nhs.uk</a>
Cycle Forum	Mailbox	<a href="mailto:info@pompeybug.co.uk">info@pompeybug.co.uk</a>
Friends of the Earth	Rachel Hudson	<a href="mailto:rachelmhudson@gmail.com">rachelmhudson@gmail.com</a>
Taxi - Aquacars	Bruce	<a href="mailto:bruce@aquacars.co.uk">bruce@aquacars.co.uk</a>
Taxi Rep	Falmahmud	<a href="mailto:falmahmud@hotmail.com">falmahmud@hotmail.com</a>
Taxi Rep	Uddin Shahed	<a href="mailto:Uddin.shahed@yahoo.co.uk">Uddin.shahed@yahoo.co.uk</a>
Taxi Rep	Viv Young	<a href="mailto:Vivyoung1976@gmail.com">Vivyoung1976@gmail.com</a>
Portsmouth Association for the	Mailbox	<a href="mailto:info@portsmouthblind.com">info@portsmouthblind.com</a>
Portsmouth Disability Forum	Mailbox	<a href="mailto:contact@p-d-f.org.uk">contact@p-d-f.org.uk</a>
Royal Mail	Gary Anderson	<a href="mailto:gary.p.anderson@royalmail.com">gary.p.anderson@royalmail.com</a>
Portsmouth History Centre	Mailbox	<a href="mailto:PortsmouthHistoryCentre@portsmouthcc.gov.uk">PortsmouthHistoryCentre@portsmouthcc.gov.uk</a>
Portsmouth Water	I Davies	<a href="mailto:i.davies@portsmouthwater.co.uk">i.davies@portsmouthwater.co.uk</a>
SSE Energy	Portsmouth Depot M	<a href="mailto:portsmouth.depot@sseenergyservices.com">portsmouth.depot@sseenergyservices.com</a>

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Statutory Speed Hump Consultation - 18/08/2023 - 15/09/2023				
Road that they are making the representation about	Road where resident lives	Support	Object	Resident's comments
Fawcett Road APNSH02	Fawcett Road	X		This email is to support the above following your letter, there should be more speed bumps across Fawcett Road. Cars drive 30-40 constantly down the bottom half of Fawcett Road. My car has been hit by drivers on the road many many times as they drive past my parked car. My house is at [REDACTED] Fawcett Road. You should put a traffic calming bump on Fawcett Road where it meets Wheatstone Road. Cars drive fast between Albert Road and Talbot Road along Fawcett Road. We constantly hear cars outside our house honking their horn at each other as they try to drive past each other going fast. The whole of Fawcett Road should be 20mph.
	Fawcett Road	X		I think the traffic cushions are a good idea to help slow cars round a tight bend. My reservation is that it may lead to cars speeding up even more as they emerge from the bend and the speed bumps and put their foot down for the straight stretch of road between Chetwynd Road and Albert Road. There is already a tenancy for some drivers to do this and I fear that the speed bumps may lead to more dangerous speeds in the southern end of Fawcett Road. It would be a great shame to solve one problem but exacerbate another. Do you have any plans to monitor speed/safety in the southern end of Fawcett Road?
	Fawcett Road	X		We would be pleased to have the black rubber speed cushions in front of [REDACTED] Fawcett Road.
Talbot Road APNSH03	Not stated	X		Please note my support for the proposed installation of speed cushions in Talbot Road.
	Talbot Road	X		I'd like to say I support the proposed implementation of speed cushions in Talbot Road. I am a resident in the road and speeding cars has become a big problem in the area. I also support the idea of a one-way system and hope this too will be implemented.
	Talbot Road		X	I received a flyer through my letterbox this morning (19/08/2023) and I live at [REDACTED], Talbot Road, Southsea. The flyer outlined a real issue on our road but then went on to describe how it was going to be made worse which is the reason for this email. The issue is high volumes of traffic, speeding drivers and aggressive stand-offs due to the fact that Talbot Road is essentially a one-track road for the most part. If you look at those three stated issues you can clearly see how one leads to the next then the next. So, what can be done to actually solve this? Traffic Volumes: That is difficult because there are just lots of people in cars trying to get on with their lives and the city, like most others, just wasn't designed for modern day volumes so let's set that aside. High Speeds: It is helpful to really understand why that could be happening. People are trying to quickly cover ground where it is a single track before they come up against an oncoming vehicle, so racing between passing points which are largely junctions. When they aren't lucky enough to do this the third issue arises, the stand-off. The pinch points are caused by people parking on both sides of the road. Trying to fix the basket of issues by slowing traffic down with costly speed bumps would be a fool's errand and I believe would actually cause the last and potentially worst issue, the stand-off, to occur more often. Plus, it will add to congestion in the area generally, the problem will spread out. As this is a problem that I live in the middle of I have often given it some

				thought. There are two practical solutions. Either have parking on one side of the road which would be hugely unpopular with the residents of Talbot Road or make it a one-way street. I think the latter being the simplest and most effective way of dealing with the three issues. I would also suggest making it south bound as I often see people struggling to get out onto Goldsmith Avenue and there are frequent incidents as a result. You could even make Fawcett Road one-way northbound to fix another problem but baby steps to start with. I genuinely hope you give this some real consideration as the speed bump idea could really escalate this problem.
	Talbot Road	X		We welcome the news that speed bumps are being considered for Talbot Road and surrounding areas. At night especially, the traffic noise and speeding vehicles including motorbikes have woken us. If possible, we would ask you to consider one way traffic through Talbot Road. As I am composing this email several large vans and cars have passed both ways most doing more than the recommended 20mph. It is dangerous to clean our car outside our house because of the volume of traffic. We are 3 pensioners and from a health point of view and as an asthmatic less traffic would possibly improve air quality. Regards resident of [REDACTED] Talbot Road.
Orchard Road APNSH01 Page 98	Orchard Road	X		I am writing to give my full support for speed reduction measures on Orchard Road, I am a resident on the road and witness daily episodes of speeding noisy cars in a street which is residential with a children's play area namely Orchard Park. This speeding situation is inappropriate in this area. You may also consider making the street one way also as I understand that the combination of speed bumps and a one-way system has been shown to reduce speed.
	Orchard Road	X		I support this scheme of speed bumps in Orchard Road as this route is used as a rat run. Make note that this area is used by many young children using the park and walking to school it would be a good idea to make this road one way also to increase the traffic calming effect.
	Orchard Road		X	Since the work on Goldsmith Avenue, Orchard Road has become a rat run, putting speed bumps in will only slow traffic down in one half of the road and also not reduce traffic which has more than doubled: I walk across the road to speak to a neighbour a car came around the corner well over the speed limit did not slow down but sped up. I had to move quickly to avoid getting hit. Would it not be cheaper and quicker to turn the road into a one-way which will cover the whole road (going in the direction towards Fawcett Road this will reduce at least 60% of traffic and will only need 4 no entry signs.
All Roads	Fawcett Road	X		I just wanted to email and say I am FOR speed bumps in Southsea especially in the following roads - Fawcett Road, Talbot Road and Sutherland Road. I live in this area and speeding cars can at times be awful in this busy footfall area - I have witnessed 3 car accidents, stand-offs, arguments and I have even been knocked off my bike. Hopefully this will reduce this.
Total:		9 in support	2 against	



<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA559820367
<b>Date</b>	07/11/2023



## Policy details

<b>Request date</b>	07/11/2023 09:07
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Road Safety and Active Travel
<b>Title of policy, service, function</b>	Active Pompey Neighbourhoods (APN)
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	<p>A. Provide an environment which encourages walking and cycling. Introduction of:-</p> <ul style="list-style-type: none"> <li>• Traffic calming to lower speeds,</li> <li>• One-way roads, to reduce non local traffic,</li> <li>• Contraflow cycle lanes on the new one-way roads,</li> <li>• Road closure to lessen conflict between cyclists/pedestrians and motorised vehicles.</li> <li>• Introduction of cycle storage and parking</li> </ul> <p>B. Provide measures to enable greening. Introduction of:-</p> <ul style="list-style-type: none"> <li>• Planters as a temporary measure under an experimental traffic order (ETRO).</li> </ul> <p>C. Provide a sense of community. Working with:-</p> <ul style="list-style-type: none"> <li>• Local greening groups to plant and maintain the planters,</li> <li>• Bramble School to work with the local greening groups.</li> </ul> <p>Proposed scheme to address the above:-</p> <ul style="list-style-type: none"> <li>• Road Closure – Orchard Road</li> <li>• One-way System with Traffic Calming – Bramble/Talbot Roads</li> <li>• Traffic Calming – Sutherland Road</li> <li>• Traffic Calming – Francis Avenue</li> <li>• Traffic Calming - Old Fawcett Road</li> <li>• Road Closure - Francis Avenue</li> </ul>

<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	Road Closure – Orchard Road DISAGREED <ul style="list-style-type: none"> <li>• One-way System with Traffic Calming – Bramble/Talbot Roads AGREED WITH CHANGES</li> <li>• Traffic Calming – Sutherland Road AGREED</li> <li>• Traffic Calming – Francis Avenue AGREED</li> <li>• Traffic Calming - Old Fawcett Road AGREED</li> <li>• Road Closure - Francis Avenue AGREED</li> </ul>
<b>Has anything changed because of the consultation?</b>	yes
<b>Please provide details</b>	Orchard Road road closure will not progress however, the speeding will be addresses. Council will develop a traffic calming scheme. Bramble/Talbot one way and traffic calming measures will do ahead. As part of these measures it was proposed to remove 5 car parking spaces for the installation of Active Travel measures/greening. The loss of this much parking was not supported so only 2 spaces will be used moving forward.
<b>Did this inform your proposal?</b>	yes
<b>Please provide details</b>	Orchard Road road closure will not progress however, the speeding will be addresses. Council will develop a traffic calming scheme. Bramble/Talbot one way and traffic calming measures will do ahead. As part of these measures it was proposed to remove 5 car parking spaces for the installation of Active Travel measures/greening. The loss of this much parking was not supported so only 2 spaces will be used moving forward.

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

<p><b>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?</b></p>	<p>The APN will have a positive impact on all protected characteristics as the proposal is to create safer travel routes and improve active travel.</p> <p>The traffic calming measures and one-way will make the roads safer for all road users including cyclists and pedestrians and reduce congestion, keeping Portsmouth moving.</p> <p>Contraflow cycling and cycle storage will improve travel routes, better connecting the city and encouraging active travel.</p> <p>Added planting will support a healthier environment and contribute to improving air quality. Community groups and the school will be invited to help with the planting, bringing the community together.</p>
<p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>	<p>None</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>N/A</p>

<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>Informal consultation has taken place through an online survey, a door knock, a drop in event at the Havelock centre and guided walks around the area with a women's group, MAKE/DYNAMITE (learning disability group) and Queer All Year (QAY). Young people at Priory School were consulted via a survey, with younger children participating in a hands up survey at Devonshire Infants and Fernhurst Juniors. Parents at these three schools also had a chance to comment at an after-school pop up outside the school gates.</p> <p>Following the assessment of the informal consultation comments and the traffic surveys, a series of measures were proposed. These measures were consulted on from 6 March to 2 April 2023.</p> <p>4,300 letters were sent to residents and businesses in the APN. 200 emails sent to people who had registered for APN updates. Additionally, 200 posters were placed in the APN, with scheme specific posters at the location of proposed measures. Notifications were also placed in the council bulletin and on social media including Facebook and Twitter.</p>
<p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>	<p>This will be reviewed annually as part of the LTP Implementation Plan review.</p>

## **Crime - Will it make our city safer?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>The proposal to have traffic calming measures (speed humps) and a one-way on Bramble Road will discourage drivers to speed and reduce likelihood of altercations, which is currently an issue as identified in the survey data undertaken for the area.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>We will conduct speed surveys, pedestrian/cyclist surveys and capture origin destination and casualty data. This will take place 6 months after the ETRO is put in place.</p>

## Housing - will it provide good quality homes?

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>This scheme will introduce traffic calming in the form of speed humps which will deter driver's speeding making the road safer for other road users, pedestrians and residents. The scheme also includes storage for bicycles and contraflow cycling lanes these measures will make active travel easier and safer and promote travel alternatives to the private car.</p> <p>It is proven that cycling and walking is good for mental and physical health and the reduction in cars would also lead to a reduction in pollution and create a safer environment for wildlife. Planting and greening add to this by improving air quality, increasing biodiversity, capturing rainwater and providing shade and shelter to wildlife. This scheme includes the installation of temporary planters under an ETRO which if successful could be adapted to rain gardens.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Once the experimental trial is operational, traffic, pedestrian and cycling surveys will be conducted to understand usage of the area. The surveys will be scheduled to coincide with the closures being in place for 6 months and the end of the consultation part of the ETRO period, Origin destination and casualty data will also be collected at the same time and all findings will then be released in one report.</p> <p>For the planting, community groups will be involved with the planting, the on-going maintenance of the beds and will monitor the progress of these areas. A resident's reporting group will be set-up to meet monthly during the consultation period to report on using the APN area and check in on planting.</p>

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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### **Carbon emissions - will it reduce carbon emissions?**

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	This scheme helps support the community to reduce their emissions by offering safer travel routes and active travel alternatives to the private car. The traffic calming will also deter speeding and through traffic.
<b>How are you going to measure/check the impact of your proposal?</b>	Origin destination data, speed, Pedestrian and cycling surveys. The surveys will be scheduled to coincide with the closures being in place for 6 months and the end of the consultation part of the ETRO period, all findings will then be released in one report.

### **Energy use - will it reduce energy use?**

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	This scheme will introduce storage for bicycles and contraflow cycling lanes these measures will make active travel easier and safer and promote active travel alternatives to cars. The promotion of active travel will contribute towards reducing the effects of climate change in the future. As part of this scheme there will also be planters installed to improve air quality, increase biodiversity, provide shade and shelter to wildlife and capture rainwater.
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Once the experimental trial is complete, traffic, pedestrian and cycling surveys will be conducted to understand usage of the area. Origin destination and casualty data will also be collected. These will be scheduled to coincide with the closures being in place for 6 months and the end of the consultation part of the ETRO period, all findings will then be released in one report.</p> <p>For the planting community groups will be involved with the planting, the on-going maintenance of the beds and will monitor the progress of these areas. A resident's reporting group will be set-up to meet monthly during the consultation period to report on using the APN area and check in on planting.</p>
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**Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>This scheme will not only introduce traffic calming measures it will also include contraflow cycling lanes, bicycle storage and raised planters.</p> <p>This scheme is designed to calm traffic making the roads safer and promote active travel by making it easily accessible and safe to use.</p> <p>Encouraging people to use methods of travel that are better for the environment will in turn make the area safer and more attractive to wildlife.</p> <p>Planters will increase biodiversity, improve air quality, capture rainfall and provide shade and shelter for wildlife. The plants we are planning to use will be a mixture of varieties that are native to the UK, appropriate for the ground, easy to maintain and attract different species.</p>
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<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>After the 6-month experimental trial speed, pedestrian and cycling surveys will be carried out to understand usage of the roads after changes have been implemented and whether these have changed. Origin destination and casualty data will also be collected. These will be scheduled to coincide with the closures being in place for 6 months and the end of the consultation part of the ETRO period, all findings will then be released in one report.</p> <p>Community groups will be involved in the planting, ongoing maintenance of the beds and will monitor progress of these areas. A resident's reporting group will be set-up to meet monthly during the consultation period to report on using the APN area and check in on planting.</p>
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### **Air quality - will it improve air quality?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>This scheme will not only introduce traffic calming measures it will also include contraflow cycling lanes, bicycle storage and raised planters. This scheme is designed to calm traffic making the roads safer and promote active travel by making it easily accessible and safe to use.</p> <p>Encouraging people to use methods of travel that are better for the environment such as bicycles, scooters or walking will help to reduce harmful emissions.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>After the 6-month experimental trial, speed, pedestrian and cycling surveys will be carried out to understand usage of the roads after changes have been implemented and whether these have changed. Origin destination and casualty data will also be collected. These will be scheduled to coincide with the closures being in place for 6 months and the end of the consultation part of the ETRO period, all findings will then be released in one report.</p> <p>Community groups will be involved in the planting, ongoing maintenance of the beds and will monitor progress. A resident's reporting group will be set-up to meet monthly during the consultation period to report on using the APN area and check in on planting.</p>

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>This scheme will introduce traffic calming measures in the form of speed humps, this is to slow traffic in an area that currently has increased speeding and to deter through traffic. Reducing the speed will make the road safer for all road users including cyclists and pedestrians.</p> <p>In this scheme there will be contraflow cycling which will give cyclists a specific cycling lane and will allow cyclists to travel in either direction. This will create a better cycling network through the area and encourage usage.</p> <p>Current usage of the road and parking has been considered alongside promoting active travel, as part of these new improvements 2 parking spaces will be repurposed to provide bicycle storage and green spaces. This will give people easier access to alternative travel options other than driving and the green spaces will complement the scheme adding additional health benefits and making it a nicer route to travel on.</p> <p>Supplement to this scheme there is Bramble School Street, which involves the closure of Heyward Road at school pick up and drop off times. This closure is via bollards and is controlled by the site manager.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>After the 6-month experimental trial, speed, pedestrian and cycling surveys will be carried out to understand usage of the roads after changes have been implemented and whether these have changed. Origin destination and casualty data will also be collected.</p>

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

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>This scheme will not only introduce traffic calming measures it will also include contraflow cycling lanes, bicycle storage and raised planters.</p> <p>This scheme is designed to calm traffic making the roads safer and promote active travel by making it easily accessible and safe to use.</p> <p>Encouraging people to use methods of travel that are better for the environment such as bicycles, scooters or walking will help to reduce harmful emissions.</p> <p>This area is not only an area used for a lot of travel it is also an area that has a community of residents and a nearby school. Throughout planning this scheme residents and users of this area have been engaged with to understand what they would like to see in this scheme and community groups will be involved with planting and the on-going maintenance of the planters.</p> <p>Supplements to the scheme will include artwork and play items such as hopscotch on the pavements to the school this will not only create a safer environment it will aim to create an area that people enjoy living and visiting.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>After the 6-month experimental trial speed, pedestrian and cycling surveys will be carried out to understand usage of the roads after changes have been implemented and whether these have changed. Origin destination and casualty data will also be collected.</p> <p>Community groups will be involved in the planting, ongoing maintenance of the beds and will monitor progress of these areas. Continued engagement will take place during and after the experimental trial to gain feedback from people using the area.</p>

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

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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## sustainable growth and regeneration?

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Social value

<b>Please explain how your policy, service, function, project or strategy delivers Social Value</b>	<p>Social Impact - By providing this scheme including traffic calming measures, contraflow cycling, bicycle storage, planting and artwork we are improving the mental and physical wellbeing of residents and users of this area. By involving the community in the consultation and upkeep of this scheme we are strengthening the community spirit and creating a good environment for generations to come.</p> <p>Economic Impact - By making the area safer and providing options for active travel we are giving people the opportunity to improve their health and providing travel routes across the city.</p> <p>Sustainability - This scheme supports PCC goal of being carbon net zero by 2030 through greening of areas, providing safe travel routes and promoting sustainable and active travel options.</p>
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## Involvement

<b>Who was involved in the Integrated impact assessment?</b>	Hannah Sillince Michelle Love
<b>Name of the person completing this form</b>	Hannah Sillince
<b>Date of completion</b>	2023-11-07

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**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 16 November 2023

**Subject:** London Road Taxi Rank - Experimental Traffic Regulation Order 87/2022

**Report by:** Kerri Farnsworth - Interim Director of Regeneration

**Report author:** Gareth James - Transport Strategy Team Leader

**Wards affected:** Nelson

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of Report

This report considers responses to the Experimental Traffic Regulation Order (ETRO) in operation since 5 August 2022 for the trial of a 22 hour (9am to 7am), two-car, taxi rank located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove. A plan showing the trial taxi rank is included with this report as Appendix A.

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 Considers the responses received to ETRO 87/2022 during the six-month consultation period from March to September 2022;**
- 2.2 Approves making permanent the provisions of ETRO 87 2022 for the continuation of a 22-hour, two car, taxi rank on London Road southbound (near to its junction with Laburnum Grove);**
- 2.3 Notes the existing night-time (7pm - 7am) taxi rank and associated shelter will remain.**

### **3. Background**

- 3.1 In September 2020, a review of Hackney Carriage stands was presented at the Licensing Committee and included a proposal for a 24-hour taxi rank on London Road, North End.
- 3.2 Several locations were considered and following site observations, assessment and feasibility including highways designs, road safety audits, and engagement with key stakeholders and ward councillors, a final location and operating details were proposed.
- 3.3 Following the technical work and stakeholder engagement, the March 2022 meeting of the Cabinet Member for Traffic and Transportation approved implementing an ETRO to trial a 22 hour (9am to 7am), two-car, taxi rank located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove. The rank was limited to two cars to minimise potential vehicular conflict, and the hours of operation were limited to 22 hours to minimise bus journey time delays during the peak period.
- 3.4 It was agreed that the existing night-time (7pm - 7am) taxi rank and associated shelter would remain operational during the trial.
- 3.5 An independent stage 1 / 2 Road Safety Audit was undertaken in January 2022, ahead of this trial going live. A detailed design was provided to the independent auditor which included the measurements and proposed operating hours. The issued report outlined that there were "No problems identified".
- 3.6 An independent stage 3 Road Safety Audit was undertaken in March 2023, incorporating a site visit on 26 February 2023, to assess the scheme whilst in operation. The auditor's report outlined that there were "No problems identified".
- 3.7 A report providing an update following six months of operation was presented at a [meeting of the Cabinet Member of Traffic and Transportation on 23 March 2023](#), and forms the basis of the monitoring section of this report that follows.

### **4. Monitoring the trial taxi rank**

- 4.1 Ahead of proposing this location for the trial, there were a number of considerations on the impact on the immediate area and other road users, and as such these were to be monitored throughout the trial:
- Bus delays due to traffic waiting to turn into Derby Road.
  - The manoeuvring required by buses to pull out of the bus lane and



navigate the taxis present in the rank.

- London Road being among the highest cycle casualty routes in Portsmouth (there were 33 slight and eight serious pedal cycle casualties along London Road between the Portsbridge Roundabout and Kingston Crescent / Kingston Road junction in the five years to May 2023).
- Bus lanes being shared with cyclists and rental e-scooters.
- Over-ranking by taxis or other vehicles stopping in the rank.

#### Bus delays and turning movements

- 4.2 Both bus operators using this route, First and Stagecoach, have indicated that there has been no adverse impact on their services.
- 4.3 Data received from Stagecoach shows the time taken to travel between the stops either side of the rank. Public transport officers and bus operator representatives agreed that times exceeding five minutes could indicate disruption and should be investigated. Through CCTV observations, the five-minute exceedances have been reviewed where possible. A full breakdown of exceedances for the first six months of the trial was provided in the March 2023 update and showed that while there was an average of 8.5 exceedances per month, none of these were attributable to the presence of taxis or other vehicles in the trial rank or waiting traffic close to the Derby Road junction. During the seven subsequent months, there was a small increase to 9.9 exceedances per month. However, none of these exceedances were considered attributable to the trial, thereby continuing to indicate that the taxi rank does not cause delays.
- 4.4 CCTV footage was reviewed for the first six months of the trial to determine the incidence of taxis stopping in the bus lane between 7am and 9am, when they are not permitted to do so. The council ensured taxi drivers were aware of the timings through direct engagement, and a media release including this information was published in local newspaper The News on 12 August 2022. The contravention rate (approximately one per week) had not changed compared to the pre-installation baseline, so based on feedback from bus operators, this aspect of monitoring was discontinued to focus on exceedances.

#### Casualty data, and bus lanes being shared with cyclists and rental e-scooters

- 4.5 From May 2018 to May 2023, the casualty data for the area shows four casualties classified as 'slight', the most recent of which took place in September 2021. There have therefore been no recorded casualties since the trial began in August 2022.
- 4.6 A 'Near Miss' is defined as an unplanned event that did not result in injury,

illness, or damage – but had the potential to do so. Cyclists who experience a near miss while cycling on Portsmouth's roads can record the near miss incident on the Portsmouth City Council (PCC) online form, which can be found here: <https://travel.portsmouth.gov.uk/schemes/near-miss/>.

- 4.7 Between April 2018 and the start of the trial in August 2022, 8 near misses were recorded on London Rd between Stubbington Avenue and Laburnum Grove.
- 4.8 From the start of the trial in August 2022 until September 2023, one near miss has been reported. The non-deliberate incident occurred in October 2022 and involved a cyclist travelling south along London Road and a private car turning into Laburnum Grove. It was not deemed to have occurred because of the trial taxi rank.
- 4.9 Site observations were undertaken by transport officers from 9am to 6pm on 7 February 2023 and 11 February 2023, to monitor usage of the rank by cyclists, rental e-scooters, buses, and taxis. A full summary of the observations was included in the March 2023 report, and it did not indicate that the taxi rank caused any additional challenges for cyclists or rental e-scooter users.

#### Non-taxis stopping in the rank, or over-ranking by taxis

- 4.10 The council's parking enforcement team has monitored the trial taxi rank for parking by unauthorised vehicles during the trial. From the start of the trial until August 2023, regular site visits by Civil Enforcement Officers did not detect any use by unauthorised vehicles, and no Penalty Charge Notices (PCNs) have been issued. The council is not aware of any non-compliance issues at this site.
- 4.11 Traffic Management Centre operators made 109 CCTV observations at random times of the day between 7am and 10pm throughout the first six months of the trial, indicating that taxis were present in the rank on ten occasions, or just under 10% of the time.
- 4.12 The existing night-time (7pm - 7am) taxi rank and shelter has been seen in use and is not causing any detriment to the rank's operation or to other road users.

## **5. Stakeholder feedback**

- 5.1 As previously referenced, representatives from the bus operators engaged in discussions ahead of the trial, and they have not raised any issues during the trial in their regular communications with the council in meetings and via email.
- 5.2 An email was sent to all 234 members of the council's taxi driver and operator distribution list in December 2022 asking for feedback on the trial. 34 responses

were received, with 65% stating that they use the trial taxi rank and 71% stating that they would like it to remain. 21 responses were received to a subsequent email in August 2023 indicating that usage by taxi drivers had increased to 81% - possibly due to increased awareness as the trial progressed.

- 5.3 Most feedback received from the businesses close to the trial taxi rank has been positive, with Iceland and Minutka both stating they felt their customers benefitted from the presence of the taxi rank. The only negative comment from a business was not due to a negative impact of the rank, but because they said their customers use private hire apps, implying that the rank may not be needed.

## **6. ETRO consultation responses**

- 6.1 One response was received during the six-month ETRO consultation period following the start of the trial. It was submitted by Portsmouth Cycle Forum in February 2023 and expressed concern over the Private Hire Vehicles in Bus Lane trial and the safety of cyclists navigating around taxis in the trial rank. They suggested instead considering an alternative site on the western side of London Road. A copy of the objection received is included with this report as Appendix B.
- 6.2 In response to those concerns, it should be noted that the trial taxi rank is exclusively for use by hackney carriage taxis. Also, this section of bus lane is not within the current Private Hire Vehicle (PHV) trial and the specifics of the PHV trial do not permit PHV taxis to park within the bus lane. Any proposed changes to the PHV trial would be required to be approved by the Cabinet Member for Transport as part of that scheme.
- 6.3 As mentioned in Section 3 of this report, the independent Road Safety Audits conducted before and during the trial did not outline any safety concerns to cyclists, while site visits undertaken by transport officers did not indicate that the taxi rank caused additional challenges for cyclists or rental e-scooter users.
- 6.4 As detailed in Section 4 of this report, casualty and near miss data has been closely monitored and has not raised any cause for concern regarding the safety of the taxi rank for cyclists or other road users.
- 6.5 Prior to installation, and as further reviewed during the trial, several alternative locations were considered including the suggested area on the western side of London Road. While the chosen location was deemed most suitable, it was considered that the closure of the Halifax bank and the removal of the associated cashpoint may have had an impact on the use of this area. Having reviewed the suitability, the chosen location is still considered most feasible, as reinforced by the monitoring activity conducted during the trial. Furthermore, proposed future works to improve cycling facilities on the western side of London Road are likely to be less compatible with the installation of a taxi rank.

## **7. Reasons for recommendations**

- 7.1 As detailed in this report, the trial taxi rank is being used by taxi drivers. There is support for the rank from local businesses who state it represents a good travel option for their customers, and bus operators have not experienced any issues.
- 7.2 The formal consultation response by Portsmouth Cycle Forum highlighted safety concerns. Safety considerations, especially for vulnerable road users including cyclists, were paramount in developing and monitoring this trial, and the Road Safety Audits and safety data have not indicated any cause for concern.
- 7.3 It should be noted that this recommendation only applies to the taxi rank in question, as do the audits and data referred to. This recommendation does not set a precedent for any other taxi rank that may be considered in future.
- 7.4 ETROs can only remain in place for up to 18 months, and the ETRO for this trial is scheduled to expire on 5 February 2024. The provisions of the ETRO must be made permanent in advance of this date for the taxi rank to continue thereafter.

## **8. Integrated Impact Assessment**

- 8.1 An Integrated Impact Assessment (IIA) was undertaken at the trial's commencement; an updated version is included with this report as Appendix C.

## **9. Legal implications**

- 9.1 An experimental order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking, and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 9.2 Unlike a permanent order, an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date, there is a 6-month period that allows representations to be submitted based on experience of the traffic scheme in operation.

- 9.3 Provided the sole effect of the order is to reproduce and continue in force indefinitely the provisions of an ETRO without modification, an experimental order can be made permanent providing the following requirements are adhered to.
- 9.4 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.
- 9.5 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;
  - g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification
- 9.6 If objections are received to an ETRO during the 6-month consultation period, the matter must go before the appropriate executive member for a decision whether to make the order, taking into account the comments received from the public during the consultation period.

9.7 If it is decided to make the order permanent, any person who objected to the ETRO within the 6-month period should be notified in writing within 14 days of the making of the order and given reasons for the decision.

**10. Director of Finance's comments**

10.1 The conversion of the ETRO to a permanent order, if approved, will not have any financial implications for the council.

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Signed by: Kerri Farnsworth - Interim Director of Regeneration

Appendices:

- Appendix A - Plan showing trial taxi rank and restrictions
- Appendix B - Copy of Portsmouth Cycle Forum's ETRO objection
- Appendix C - Integrated Impact Assessment (IIA)

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

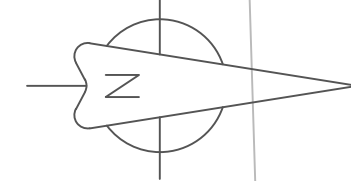
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
The Portsmouth City Council (London Road) (Taxi Rank) (No.87) Experimental Traffic Regulation Order 2022	<a href="https://www.portsmouth.gov.uk/wp-content/uploads/2022/08/ETRO-87-2022-Sealed-London-Road-Order.pdf">https://www.portsmouth.gov.uk/wp-content/uploads/2022/08/ETRO-87-2022-Sealed-London-Road-Order.pdf</a>
London Road Taxi Rank Trial - 6 Month Update (Information Only Report to the 23 March 2023 Meeting of the Cabinet Member for Traffic and Transportation)	<a href="https://democracy.portsmouth.gov.uk/documents/s45278/London%20Rd%20Taxi%20Rank%20Trial%20-%206%20month%20update%20-%20Info%20only.pdf">https://democracy.portsmouth.gov.uk/documents/s45278/London%20Rd%20Taxi%20Rank%20Trial%20-%206%20month%20update%20-%20Info%20only.pdf</a>
Proposed Taxi Rank London Road report for Cabinet Member for Traffic and Transportation - 18 March 2022	<a href="https://democracy.portsmouth.gov.uk/documents/s37391/Proposed%20Taxi%20Rank%20London%20Road.pdf">https://democracy.portsmouth.gov.uk/documents/s37391/Proposed%20Taxi%20Rank%20London%20Road.pdf</a>

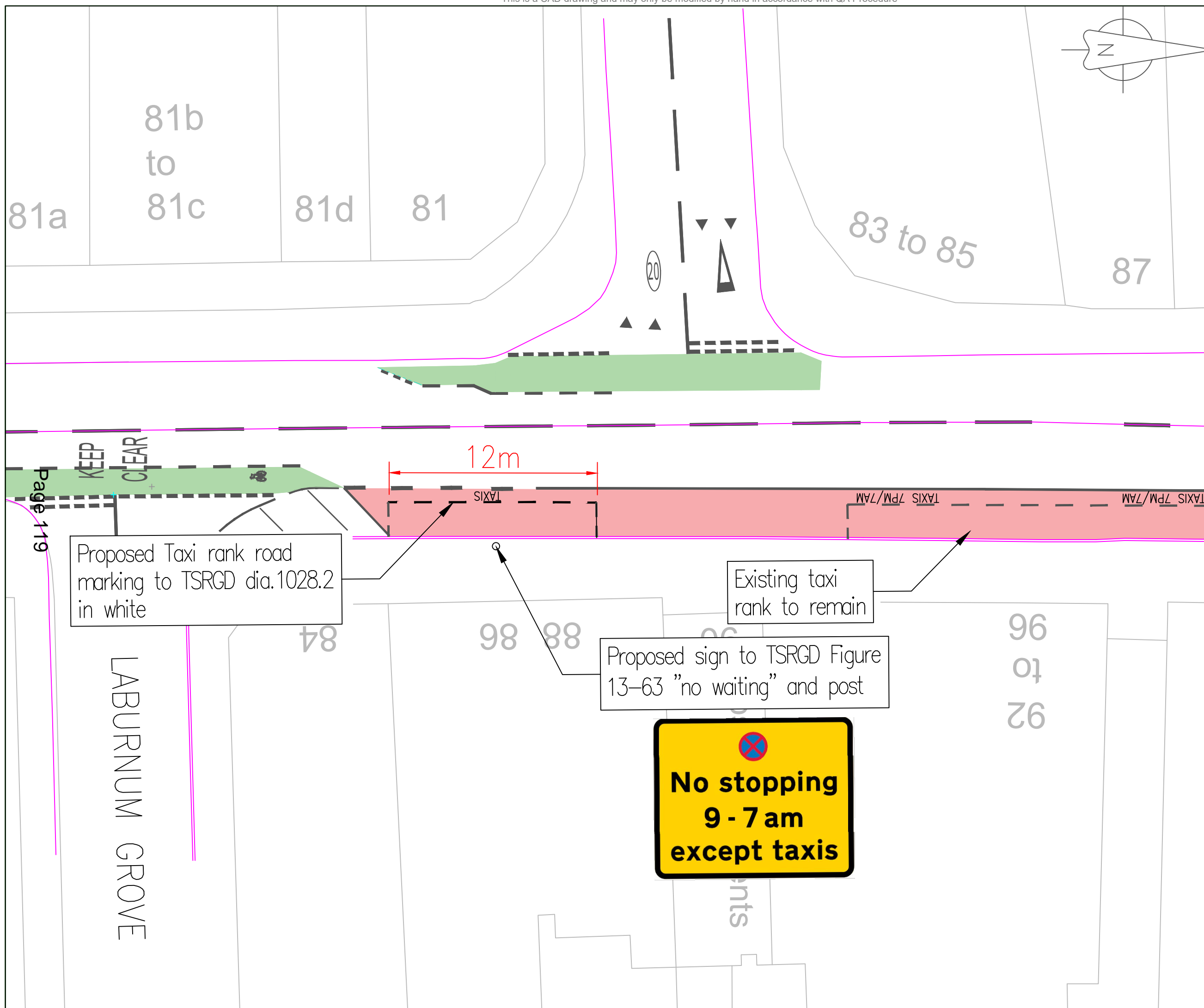
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by

..... on .....

..... Signed by:



NOTE: All dimensions to be checked on site prior to commencement of any work  
 \*\*\* DO NOT SCALE FROM THIS DRAWING \*\*\*  
 Notify City Engineer of any discrepancies before ordering materials.



Proposed Taxi rank road marking to TSRGD dia.1028.2 in white

Existing taxi rank to remain

Proposed sign to TSRGD Figure 13-63 "no waiting" and post



**DRAFT**

Rev	Date	Revision Details (Amended by:)	GA	PR
A	18/02/2022	issued		

Project  
**Proposed Taxi Rank in London Road**

Drawing Title  
**General Arrangement**

Date: 18/02/2022 Scale: NTS



**REGENERATION**  
 Assistant Director (Infrastructure)  
 Martin Lavers BSc CEng MICE

Design/Survey by: GA Drawn by: GA Checked by: PR

Drawing No: **HWI1234 -GA- 01** Revision No.: **A**

SURVEY	DESIGN	WORKING DRAWING
FEASIBILITY	TENDER	AS-BUILT
INFORMATION	* CONTRACT	E. I.



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Dear TRO Team

**Portsmouth Cycle Forum would like to OBJECT to the current ETRO being continued or made permanent in London Road.**

With the current trial (and potential extension) of the current PHV use of bus lanes in the city, it would appear to be presumptuous to maintain this facility located inside a bus lane. The bus lane is also used by people cycling and wheeling and if in use it used forces these vulnerable road users into the main carriageway at the same time as approaching a busy junction (Laburnum Grove) with cars entering from both directions of London Road as well as exiting into London road in both directions. The same is also true of the Derby Road Junction on the western side of London Road in the same area.

Whilst we object to this location being used as a taxi stand, we do not object to the requirement of a rank in this area of the city. A bus lane is not the correct place however.

On the other side of the road just north of the Derby Road Junction there is space for a two or three vehicle rank which would not affect bus routes or cyclists (see attached image). This alternative location is currently just white hatched markings of paint and does nothing to stop drivers parking illegally at all times of day - as can also be seen in the image, as well as many of the street view images from the last decade.

Following the precedent set by the creation of the 24 hour rank outside the Kings Theatre in Albert Road, this is an opportunity to reduce anti social parking while creating an opportunity for the public to access taxi services. Given it is also north facing and metres from the roundabout this gives taxi drivers five options to route their fare in which ever direction they wish north, south east or west via Gladys Avenue, London road northbound, Stubbington Avenue or London Road Southbound.

Portsmouth Cycle Forum would suggest this as a new location for any further trial for a taxi rank in this area of the city which would have less impact on other road users of North End. The current ETRO for the bus lane should be withdrawn as soon as possible.

For and on behalf of the Members of Portsmouth Cycle Forum

Committee Member - Network & Infrastructure  
Portsmouth Cycle Forum

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://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:**

Transport Planning

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

Trial of a two-car taxi rank in the existing bus lane north of Laburnum Grove in London Road, North End operating between 9am and 7am under an experimental traffic regulation order.

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

- Existing
- New / proposed
- Changed

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

This scheme has trialled the provision of a 22-hour two-car taxi rank in London Road, North End under an experimental traffic regulation order since 5 August 2022. The rank is located at the southern end of the southbound bus lane on London Road, close to the junction with Laburnum Grove. Operating times were between 9am and 7am to allow buses to continue using the bus lane without taxis stopping during the busy 7am - 9am commuter period.

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?

Engagement took place with the taxi trade, bus operators, public transport officers, parking enforcement officers, licensing officers and elected members, and their opinions helped shape the trial. The feedback received resulted in the reduction of the operating hours of the trial taxi rank from 24 to 22 hours and to limit the rank to two vehicles to allow buses to pull out without conflicting with traffic turning into nearby Derby Road. The trial has been subject to consultation through the Experimental Traffic Regulation Order process.

**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](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

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

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

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

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes?



In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto: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?

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
-----------------------------------	------------	-----------

Is your policy/proposal relevant to the following questions?

<b>A3-Health</b> - Will this help promote healthy, safe and independent living?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	-------------------------------------

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](mailto: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?

<b>A - Communities and safety</b>	<b>Yes</b>	<b>No</b>
-----------------------------------	------------	-----------

Is your policy/proposal relevant to the following questions?

<b>A4-Income deprivation and poverty</b> -Will it consider income deprivation and reduce poverty?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	-------------------------------------



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](mailto: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?

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

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

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

The provision of the taxi rank would increase transport choices in North End and could potentially reduce waiting times for those with disabilities or mobility issues.

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

Via stakeholder feedback: in September 2022 the Iceland store representative expressed the belief that, although no behaviour change had been noted at the time, the rank will be useful for their elderly customers, who frequently call private hire taxis to collect them; in September 2023 a member of the taxi trade fed back that they believed the rank benefitted the elderly.

**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](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

The provision of a taxi rank could reduce the need for a small number of residents' ownership of private vehicles and encourage the use of taxis as an alternative which will often have lower emissions, though this will be difficult to monitor and measure.

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

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

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

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

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

<b>B - Environment and climate change</b>	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](mailto: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?

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto: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?

The provision of a taxi rank could reduce the need for a small number of individual's ownership of private vehicles and encourage the use of taxis as an alternative which will often have lower emissions, though this will be difficult to monitor and measure.

**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](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

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

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

The introduction of a taxi rank in this location will increase modal choice for residents and visitors to North End. This could encourage the use of active travel for the outbound trip, where a return is taken by taxi after for example a large amount of shopping is purchased.

The taxi rank is not likely to cause detriment to safety and has undergone Road Safety Audits which show no impacts.

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

The following methods of monitoring are being undertaken on the trial scheme;

- Casualty and near miss data has been reviewed against the baseline for this section of London Road.
- Any bus delays over 5 minutes have been reviewed by CCTV to check they are not attributable to the taxi rank.
- PCN data and site visits by the Parking Enforcement team have checked unauthorised vehicles do not stop there.
- Site observations were undertaken by transport officers from 9am to 6pm on 7 February 2023 and 11 February 2023, to monitor usage of the rank by cyclists, rental e-scooters, buses, and taxis; these observations did not indicate that the taxi rank caused any additional challenges for cyclists or rental e-scooter users.

Via data analysis: monitoring of bus journey times and CCTV, plus feedback from bus operators, has indicated that the presence of the rank has not had a negative impact on bus service times. This means that the rank is unlikely to cause a decrease in the use of bus services and a resultant increase in alternative modes such as private car use.

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](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

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

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

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

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

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](mailto: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?

The scheme could provide minor improvement to the North End economy, encouraging individuals to visit and/or do larger shops in the area where they may not previously have had the means or confidence in transport options to do so.

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

Feedback from local businesses. Most feedback received from the businesses close to the trial taxi rank has been positive, with Iceland and Minutka both stating they felt their customers benefitted from the presence of the taxi rank.

**Q8 - Who was involved in the Integrated impact assessment?**

Jo Eldridge  
Gareth James  
Hayley Chivers  
Karolina  
Szczepaniak

This IIA has been approved by:

Felicity Tidbury

Contact number:

02392 688261

Date:

02/11/23



# Agenda Item 5



<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	16 <sup>th</sup> November 2023
<b>Subject:</b>	Local Transport Plan (LTP) Safer Routes to School 2023-24
<b>Report by:</b>	Kerri Farnsworth, Interim Director Regeneration
<b>Report Author:</b>	Stanley Palmer, Road Safety Officer
<b>Wards affected:</b>	Baffins, Charles Dickens, Copnor, Cosham, Drayton & Farlington, Fratton, Nelson, Paulsgrove
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

- 1.1 To consider the locations proposed for safer routes to school measures as part of the Safer Improvements LTP 2023/24 programme.

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 **Approves the spend from the Local Transport Plan 4 - Safer Routes to School budget to be spent at the following locations:**

- **Burrfields Road**
- **Multiple locations - School Zigzag and Lining Updates**
- **Allaway Avenue**
- **Additional Sites of Interest**

## 3. Background

- 3.1 Creating a safer transport network around school sites in the city will support those who choose to travel actively to school, contributing to a key strategic objective of LTP4. The work that this budget seeks to fund will identify and remedy safety issues on the road network around schools, as per the statutory obligations laid under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.

3.3 The Portsmouth City Council Safer Routes to School programme has the following objectives:

- To promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling through engineered changes to the main walking and cycling routes to schools.
- To reduce the risk of casualties from accidents occurring on routes to schools.
- To support and contribute to the objectives outlined in LTP4.

#### 4. Site Selection

##### **Burrfields Road - Admiral Lord Nelson School**

4.1 Burrfields Road is a 30mph road located within a commercial and industrial area, linking residential areas to the west with Admiral Lord Nelson School. The route has a shared use path on the southern side and an advisory cycle path on the northern side.



4.2 There is a pattern of behaviour within the accidents along the section pictured above which indicates drivers moving between the carriageway and side roads or access roads fail to look before initiating their turning movement and subsequently cut across cyclists using the shared use path. This pattern is particularly prevalent at the junctions with Claybank Road and Kiln Road.

4.3 The location intersects with proposed LCWIP cycle route 301, which takes cyclists across Burrfields Road and south down Moneyfield Avenue. This will

create a safer route for cyclists heading south; this budget seeks to improve safety for cyclists heading to and from the school (and surrounding commercial area) from the west.

- 4.4 Proposed measures could include coloured surfacing across junctions to heighten awareness of pedestrians and cyclists using the space, and additional signage at vehicle crossover points. Give way markings at junctions could be set back, to give cyclists and pedestrians using the facility priority over emerging vehicles.

**School Keep Clear and Lining Updates - Multiple Locations**

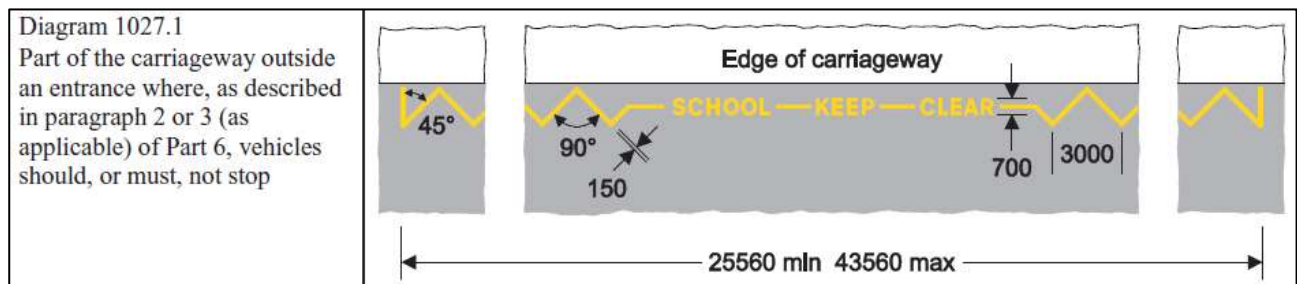
- 4.5 The 2021 school keep clear markings review highlighted several sites with where zig zags required additional works to ensure correct enforcement (figure 1). Enforcement is dependent on markings in line with Traffic Signs Regulations and General Directions (TSRGD) (figure 2) and the Traffic Regulation Order (TRO) accurately reflecting those boundaries. The zig zag lines are put in place to keep the immediate area around the school clear of traffic. This gives pedestrians a clear view of the oncoming vehicles and means children can be seen by motorists. Drivers obstructing this area increase the risk of casualty for vulnerable road users in the immediate vicinity.

**Figure 1 - 2021 review**

**Review table 3: Road markings and TRO not compliant: unenforceable** (6 locations)

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking then TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
Battenburg Ave (Cliffdale)	1	X		X	L (44.5m)	88m
Copnor Rd	1		X	X	L (4.5m)	48m (TRO 49m)
Eveleigh Rd	2	X	X	X	L (4.5m, 7.5m)	48m, 51m (SYL deleted; DYL added to TRO)
George St (o/s cemetery)	1	X		X	L (16.5m)	60m
Medina Rd (outside school)	1	X		X	L (16.5m)	60m
Medina Rd (opp. school)	1	X		X	L (16.5m)	60m

**Figure 2 - Traffic Signs and General Directions enforcement markings**



- 4.6 Schools that would benefit from these works are:
- Cliffdale Primary Academy

- Copnor Primary School
- Solent Infant School
- Penbridge Junior School
- Medina Primary School

4.7 Additional schools have requested new or amended School Keep Clear markings including:

- Ark Ayrton - New zig zag on Somers Road at the main entrance and lengthened pedestrian barrier on Raglan Street due to change of entrance layout.



- Mary Rose Academy - Painted bus stand on Penhale Rd to accommodate Home to School Transport (provided under sections 508A and 508B of the Education Act 1996).



- The Flying Bull Academy - New Zigzags on side entrance on Malins Road opposite Stirling Street.

4.8 Potential measures include adjusting the lengths of noncompliant zig zags and issuing new TROs, adding sections of pedestrian guardrail, painting new zig zags at secondary entrances, including bus stand markings at the boundary of a shortened zig zag.

### **Allaway Avenue (The Victory Primary School)**

- 4.9 Allaway Avenue has two schools along its length, both within an existing 20mph zone with traffic calming measures such as speed cushions, raised tables and buildouts. The only gap in traffic calming is located opposite Victory Primary School and is 120m from a raised table zebra crossing and 120m from speed cushions.
- 4.10 Outside Victory Primary School the zebra crossing is the only non-raised table crossing, has known visibility issues due to road curvature and cars parked on the verge during pickup and drop off time. The zebra crossing links multiple shared use pathways with potential to further facilitate active modes of travel.
- 4.11 Potential measures include upgrading the existing zebra crossing to a raised zebra, to match the other zebra crossings along the road, tightening the radius of the corner of Falmouth Road and extending the bollards to connect to the existing sections to increase visibility on the verge.

### **Additional Sites of interest**

- 4.12 Moorings Way Infant School could benefit from multiple improvements to road markings and pedestrian crossings and should be considered for any remaining funds once all other sites outlined in this report have been addressed.

## **5. Integrated impact assessment**

- 5.1 A full Integrated Impact Assessment accompanies this report.

## **6. Legal implications**

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives: (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2 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.
- 6.3 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received

to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

- 6.4 Any works carried out should comply with the appropriate statutory guidance and legislation.

## **7. Director of Finance's comments**

- 7.1 The cost of the works will be funded from the Safer Routes to School Improvements 2023/24 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:

**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:

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## School Keep Clear markings review: June 2021 - updated August 2021

Enforcement of school zig zags is expected at 73 locations in the city, via Civil Enforcement Officers and cameras, to improve road safety outside schools. Some of the markings in place are not compliant with DfT legislation and/or the respective traffic regulation order (TRO). A survey of markings on the public highway and a comparison with the current traffic regulation order has been undertaken, with full details included in the review tables.

**Review table 1:** No changes needed; compliant and enforceable - 58 locations

**Review table 2:** Unequal zig zag modules at either end (low risk) - 9 locations

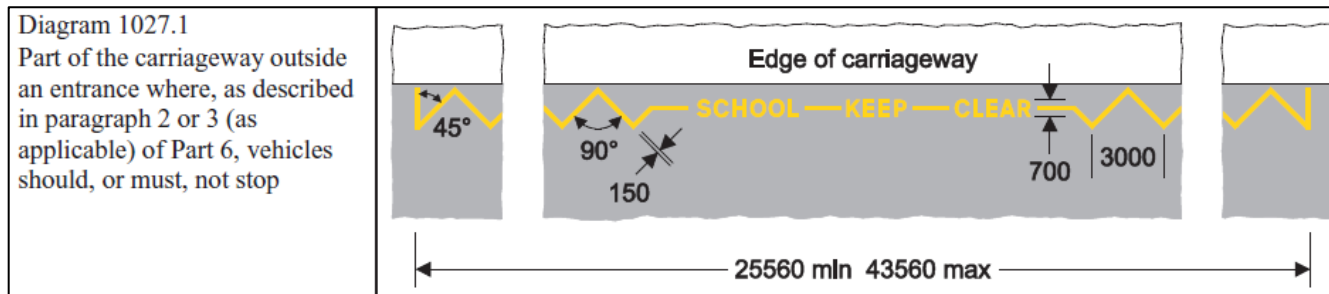
**Review table 3:** Road markings and TRO not compliant; unenforceable - 6 locations

### Relevant legislation

*Traffic Signs Regulations and General Directions 2016* (School Keep Clear markings: Schedule 7, Part 4, Diagram 1027.1)

*Traffic Signs Manual Chapter 3: Regulatory Signs 2019* (No stopping on entrance markings, Section 13.28)

- The minimum length of a set of school keep clear markings is 25.5 metres (25560mm)
- The maximum length of a set of school keep clear markings is 43.5 metres (43560mm)
- The overall length may be extended in increments of 6 metres by the addition of a complete zig zag module on each side
- The length of restriction must correspond with a traffic regulation order for Civil Enforcement purposes.



TSM Ch.3 Section 13.28.2

The overall length may be increased in increments of 6 m by the addition of a complete zig-zag module on each side up to the appropriate maximum.

**Review table 1: No changes needed; compliant and enforceable (58 locations)**

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking +TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
Allaway Ave (Walford Rd)	1					35m
Allaway Ave (Victory West)	1					43m
Allaway Ave (Victory East)	2		X			31m, 33m (TRO 64m)
Ascot Rd	1					25m
Battenburg Ave (nursery)	1					33m
Bourne Rd	1					24m
Bramble Rd	1		X		L (1.5m)	45m (TRO 49m)
Castle Rd	1					25m length not replaced after resurfacing; upcoming new project
Central Rd north side	1		X			43m (TRO 33m)
Central Rd south side	1		X			43m (TRO 33m)
Chivers Cl / Mosaic Lane	1		X			24m (TRO 10m Chivers, 9m Mosaic)
Cottage Grove	1					26m
Cottage View	1					24m
Court Lane	1					38m
Cowper Rd	1		X			23m (TRO = "approx. 23m length")
Crofton Rd, Milton	2		X			31m, 37m (TRO 70m)
Crofton Rd, North End	2		X			24m, 37m (TRO 43m not 37m)
Dovercourt Rd	1					22m
Doyle Ave	1		X			37m (TRO 44m)
Dunbar Rd	1					26m
Francis Ave	1					25m
George St (outside school)	1					43m
Gladys Ave	1					30m
Grove Rd	1		X			40m (TRO 26m further east)
Heidelberg Rd	1					25m
Hewett Rd	2					26m, 26m
Heyward Rd	1					25m; cul-de-sac
Hilary Ave	3		X			33m, 40m, 43m (TRO 85m, not 40m/43m)
Isambard Brunel Rd	1		X			37m (TRO 44m)

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking +TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
James Rd	1					30m
Kent Rd	1		X			43m (TRO 44m)
Kipling Rd	1		X			32m, 24m (TRO 33m, 26m)
Lakeside Ave	3		X			28m, 24m, 23m (TRO 52m)
Lyndhurst Rd	3					25m, 25m, 25m
Mayfield Rd	2					25m, 43m
Methuen Rd	1					25m
Moorings Way	1		X			34m (TRO 38m)
Northam St	1					36m
Penhale Rd (Harbour Sch)	1					32m, Harbour School has closed?
Penhale Rd (Penhale Infant)	1					42m
Portchester Rd	2		X			25m, 32m (TRO 26m, 28m from wrong point)
Raglan St	1					26m
Reginald Rd	1					24m
Shelford Rd	2					26m, 25m
St Mary's Rd	1					40m
St Nicholas St	1					43m
St Ronan's Rd	1					31m
St Simon's Rd	2		X			26m, 26m (TRO = "approx.26m length")
Solent Rd	2		X			23m, 30m (TRO 55m)
Steerforth Close	2		X			13m, 13m (DYL amended)
Stride Ave	2		X			43m, 42m (TRO 85m)
Sundridge Close	2		X			24m, 35m (TRO 26m, 35m)
Taswell Rd	1		X			29m (Amend TRO to include eastern end)
Upper Arundel St	2		X			43m, 43m (TRO 43m, 47m)
Warren Ave	1		X			36m (TRO 50m)
Westover Rd	2		X			26m, 26m (TRO 58m)
Wimborne Rd	2		X			25m, 29m (Amend TRO for ZZ + parking bays, all too far west)
Wymering Rd	2		X			36m, 26m (TRO 41m, 27m)

**Review table 2: Unequal zig zag modules at either end (low risk) (9 locations)**

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking +TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
Cambridge Rd	1				Z	40m 2+4 Z
Curtis Mead	1				Z	27m, Z equal but longer length one end; cul-de-sac
Evans Rd	2				Z	38m, 26m (easternmost has 3+4 Z)
Grove Rd South	1				Z	31m 2+3 Z
Inverness Rd	1		X		Z	25m, 2+1 Z; cul-de-sac (TRO = "approx. 26m length")
New Road	1		X		Z	27m (TRO 30m) (Z reduced for ped crossing; 3+2 Z)
Rugby Rd	1				Z	39m 2+4 Z
Sussex Rd	1		X		Z	27m (TRO 30m) 1+2 Z
Tipner Rd	2				Z	Western set 4+3 Z

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**Review table 3: Road markings and TRO not compliant; unenforceable (6 locations)**

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking then TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
Battenburg Ave (Cliffdale)	1	X		X	L (44.5m)	88m
Copnor Rd	1		X	X	L (4.5m)	48m (TRO 49m)
Eveleigh Rd	2	X	X	X	L (4.5m, 7.5m)	48m, 51m (SYL deleted; DYL added to TRO)
George St (o/s cemetery)	1	X		X	L (16.5m)	60m
Medina Rd (outside school)	1	X		X	L (16.5m)	60m
Medina Rd (opp. school)	1	X		X	L (16.5m)	60m

<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA559355421
<b>Date</b>	03/11/2023



## Policy details

<b>Request date</b>	03/11/2023 14:09
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Safer Travel Team
<b>Title of policy, service, function</b>	LTP Safer Routes to School 23/24
<b>Type of policy, service, function</b>	New
<b>What is the aim of your policy, service, function, project or strategy?</b>	Improve the safety of the school commute for residents, staff and pupils while facilitating active travel.
<b>Has any consultation been undertaken for this proposal?</b>	no

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

<b>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?</b>	The scheme will benefit all age groups, disabled people, and carers.
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<b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b>	No
<b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b>	N/A
<b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b>	We are planning to consult using face to face engagement and letter drops.
<b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b>	The project will be reviewed by the safer travel manager and programme manager fortnightly and reviewed widely across teams during checkpoint gateways.

### **Crime - Will it make our city safer?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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### **Housing - will it provide good quality homes?**

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>The project will reduce the chance of casualties and increase perceptions of safety, improving wellbeing.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>We will monitor travel patters using hands up surveys, STATS19 casualty data and safety perception.</p>

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

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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**Carbon emissions - will it reduce carbon emissions?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Improving the safety of travelling to school will encourage more active travel.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>We will monitor travel patters using hands up surveys</p>

**Energy use - will it reduce energy use?**

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

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Improving the safety of travelling to school will encourage more active travel.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Hands up surveys.</p>

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

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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**Air quality - will it improve air quality?**

<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>Improving the safety of travelling to school will encourage more active travel, reducing harmful pollutants.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Hands up surveys and ongoing Air Quality monitoring.</p>

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



<p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p>	<p>The project will improve pedestrian crossing facilities, link existing cycling infrastructure and keep road space around schools clear of vehicles.</p>
<p><b>How are you going to measure/check the impact of your proposal?</b></p>	<p>Hands up surveys, STATS19 casualty reports, Air quality monitoring and speed and traffic surveys.</p>

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

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

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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**Employment and opportunities - will it promote the development of a skilled workforce?**

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Social value

<b>Please explain how your policy, service, function, project or strategy delivers Social Value</b>	The scheme increases the safety of residents and children, improves the quality of the morning journey which in turn can benefit mental health and learning outcomes as well as physical health and sense of place.
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## Involvement

<b>Who was involved in the Integrated impact assessment?</b>	Senior Road Safety Officer
<b>Name of the person completing this form</b>	Stanley Palmer
<b>Date of completion</b>	2023-11-03

# Agenda Item 6



Portsmouth  
CITY COUNCIL

**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 16 November 2023

**Subject:** TRO 232B/2023 St Barbara Way and TRO 242B/2023: Shearer Road & St Augustine Road- Disabled Persons Parking Places

**Report by:** Kerri Farnsworth, Interim Director of Regeneration

**Report Author:** Denise Bastow, Parking Office Manager

**Wards affected:** Hilsea, Fratton and Central Southsea

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the public response to the proposed disabled bays in St Barbara Way, Shearer Road and St Augustine Road, Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notices for TRO 232/2023 and TRO 242/2023

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

Appendix D: Map of proposed and existing disabled bays

## 2. Recommendations

**In relation to the proposal promoted under TROs 232B/2023 and 242B/2023, it is recommended that the Cabinet Member for Transport:**

- 2.1 **Approves the implementation of the Disabled Persons' Parking Bays in St Barbara Way (o/s block 26-36), Shearer Road (o/s 118) and St Augustine Road (o/s 207).**
- 2.2 **Notes that the remainder of TRO 232/2023 came into operation under TRO 232A/2023 on 22 September and TRO 242/2023 will come into operation under TRO 242A/2023 on 20 November, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TROs 232B/2023 and 242B/2023.**



### 3. Background

3.1 Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. TROs 232/2023 and 242/2023 advertised the installation of 70 disabled parking bays at various locations across Portsmouth.

3.2 In order for a disabled parking bay to be considered, the applicant:

- has to hold a valid Blue Badge,
- have a vehicle registered to the address,
- must not have any usable off-street parking and;
- there should be pressure on parking in the area.

### 4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TROs 232/2023 and 242/2023 took place between 14 July - 4 August 2023 and 14 August - 4 September 2023 respectively.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3 of this report), and any comments received are given due consideration. Appendix B contains the full text of the representations received in response to the proposal, but has been anonymised.

4.3 The legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The proposal notice was also published on the Council's website and yellow copies were displayed at affected locations.

### 5. Consultation response

5.1 Three representations were received, one objecting to the installation of the disabled bay in St Barbara Way, one objecting to the installation of the disabled bay in Shearer Road and one objecting to the installation of the disabled bay in St Augustine Road. The full content of the objections (anonymised) is in Appendix B of this report.

### 6. Reasons for recommendations

6.1 **St Barbara Way, Hilsea:** An application for a disabled bay was received from a blue badge holder who lives in one of six flats in St Barbara Way. The road is unrestricted except for double yellow lines at the entry into the road from Copnor Road and there are two other disabled bays, one in the far cul de sac end and one outside block 2-24,



these were installed for two other blue badge holding residents who have vehicles registered to their addresses.

- 6.2 The resident who has objected to the bay has explained that parking is at a premium and states that they are unaware of anyone having a blue badge in the block and suggesting that we are installing the bay to make up a quota.
- 6.3 The installation of a disabled bay in this location is to assist the resident who lives in the adjacent property, by reducing the distance they have to walk once they have parked their vehicle. The vehicle used by the blue badge holder will already be parking in the location, so in practical terms there is no loss of actual parking space.
- 6.4 Upon receipt of the objection, we responded to explain that the disabled bay was being proposed as a result of an application from a blue badge holder living in that location, however they confirmed that they still wished to proceed with the objection. It should also be noted that there was previously a disabled bay in that location which was removed in 2021, due to the bayholder no longer having a vehicle at their address. Disabled parking bays in residential locations are installed on receipt of an application from a blue badge holding resident and there are no quotas in terms of how many disabled bays that are installed.
- 6.5 **Shearer Road, Fratton:** An application for a disabled bay was received from a blue badge holder who lives in Shearer Road. There are two other disabled bays on the opposite side of the road, outside Nos 129 and 133, installed for two other blue badge holding residents who have vehicles registered to their addresses.
- 6.6 The resident objecting is concerned at the number of disabled parking bays in very close proximity to each other in a road that is not in a residents parking zone. They have explained that parking is difficult, especially on football match days, and that the area has two churches and four schools within the immediate residential area and have asked for the residents parking scheme to be progressed for this area. They also expressed concern at the gap between the two existing disabled bays outside 129 and 133 and suggest there is not sufficient distance between the bays to allow another vehicle to park. Reference was also made to paint markings placed on the kerb outside No 118, which they suggest means we have already decided to install a disabled parking bay in that location. They also expressed concern that another application for a disabled bay be made by another nearby property. Other questions were asked as to whether there is a cap on the number of disabled parking bays permitted in a residential area and have we ever declined to install a disabled parking bay as a result of objections.
- 6.7 As referred to in 6.6 above, there are two other disabled bays located in the same section of Shearer Road, however these were installed following applications by two other blue badge holding residents in Shearer Road and if the applicant was to park in one of these bays, then the other blue badge holders would not have use of them which could cause them difficulties.



- 6.8 Shearer Road is included in an area that will be formally consulted on for a residents parking scheme in the next few months.
- 6.9 The gap between the two existing disabled parking bays should be 5 metres, which is the distance we normally leave between disabled bays to ensure another vehicle can park in-between. However, upon measuring the distance between the 2 bays this is showing as less than 5 metres, we will therefore arrange for the existing bays to be moved and remarked to leave a usable parking space.
- 6.10 The paint markings on the kerb are put down as part of the process of considering the application, as we carry out a site visit to establish the potential location of the bay, prior to the bay being advertised on a legal order. However if the decision is made by the Cabinet Member for Transport to not install the bay, following consideration of the responses to the TRO consultation, then the bay would not be installed.
- 6.11 The applicant will already be parking in Shearer Road and in practical terms there is no loss of actual parking space. If an application is received from another nearby blue badge holder, then this would also be subject to formal consultation in the form of advertising a TRO and any objections received would be considered at a future meeting by the Cabinet Member for Transport.
- 6.12 There is no maximum number of disabled parking bays that are installed in residential locations. Each application is considered on an individual basis and if there is a suitable parking place to install a bay then it will be advertised on a TRO. We receive a small number of objections to disabled bays, as indicated by 70 bays being advertised on these two TROs and only 3 objections being received. Any objections to advertised disabled bays are considered by the Cabinet Member for Transport at a formal meeting and to date none have been refused, where they have met the criteria details in 3.2, but all objections were given full consideration.
- 6.13 **St Augustine Road, Central Southsea:** An application for a disabled bay was received from a blue badge holder who lives in St Augustine Road. There are eight other disabled bays in St Augustine Road, only one of which is in the immediate vicinity on the opposite side of the road, outside No 190, which was installed for a blue badge holding resident who has a vehicle registered to their address.
- 6.14 The resident is objecting on the grounds that the applicant has off-street parking to the rear of the property and believes that the person at the property is able-bodied as they do not use a wheelchair. They also suggest that the bay will take away another parking space for other resident permit holders to use and another blue badge holder who lives opposite would then apply for a disabled bay.
- 6.15 We are satisfied that the applicant does not have off-street parking at the property, this was confirmed by a personal visit to the property. There is rear access, but the applicant can only access their garden and does not have a garage or parking space. We are therefore satisfied that the criteria for both a blue badge and disabled bay to has been met.



- 6.16** The applicant without any off-street parking available to use, will be parking in St Augustine Road and in practical terms there is no loss of actual parking space. If the disabled bay is agreed to be installed and the blue badge holder who lives opposite applies for a disabled bay, then this would also be subject to formal consultation in the form of advertising a TRO and any objections received would be considered at a future meeting by the Cabinet Member for Transport.

## **7. Integrated impact assessment**

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

## **8. Legal implications**

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

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

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

- 8.3** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

## **9. Director of Finance's comments**

- 9.1** The costs of works to implement the disabled bays (including the TRO) will be met from the On-Street Parking budget.

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Signed by:

**Appendices:**

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

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

<b>Title of document</b>	<b>Location</b>
Provision and Use of Disabled Badges and Bays Report	PCC website - Executive meeting - 21 February 2006

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

.....  
Signed by:



**Appendix A: The public proposal notices for TRO 232/2023 and 242/2023**

**THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) (NO. 232) ORDER 2023**

14 July 2023: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

**A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)**

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

Agincourt Road (outside no. 71)	Balfour Road (outside no. 120)
Berney Road (outside no's 27-29)	Binstead Road (outside no. 71)
Chasewater Avenue (outside no. 25)	Chelmsford Road (outside no.8)
Compton Road (outside no. 78)	Connaught Road (outside no.10)
Domum Road (outside no. 1)	Gladys Avenue (outside no. 147-149)
Guildford Road (outside no. 47)	Harcourt Road (outside no. 17)
Jenkins Grove (outside no. 73)	Kensington Road (alongside no. 137 Hewett Road)
Milton Road (outside no. 98)	Montgomerie Road (outside no. 17)
Newbolt Road (outside no. 87)	Outram Road (outside Phoenix Court)
Phoenix Square (outside block 34-48)	Powerscourt Road (outside no. 314)
St Barbara Way (outside block 26-36)	Station Road (outside no. 98)
Sultan Road (alongside Barrington House)	Waverley Grove (alongside no.1)

**B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)**

Bath Road (outside no.100)	Catisfield Road (outside no. 67)
Chilcote Road (outside no.26)	Chilgrove Road (outside no. 30)
Ernest Road (alongside Ernest House)	Folkestone Road (outside no.3)
Mafeking Road (outside no. 103)	Meredith Road (alongside hairdressers, 116 Northern Parade)
Preston Road (outside no.43)	Shadwell Road (outside no. 88)
Walden Road (outside no.82)	Whitecliffe Avenue (outside no.30)

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](http://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.

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Traffic Regulation Orders, Parking Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 232/2023 within 21 days of the date of this Notice (i.e. by **4 August 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.

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

## **THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) (NO. 242) ORDER 2023**

14 August 2023: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

### **C) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)**

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

Algiers Road (alongside 207a Tangier Road)	Battenburg Avenue (outside no. 51)
Baffins Road (outside no. 3)	Blakemere Crescent (outside no's 67-69)
Blendworth Road (outside no. 7)	Braintree Road (outside no. 40)
Bromyard Crescent (outside no. 34)	Chelsea Road (opposite no. 24b)
Chasewater Avenue (outside no. 49)	Chesterfield Road (outside no. 25)
Cobden Avenue (outside no. 15)	Daulston Road (outside no. 9)
Deerhurst Crescent (outside no. 106)	Dover Road (outside no. 32)
Farlington Road (outside no. 102)	Folkestone Road (outside no. 95)
Highgrove Road (outside no. 53)	Inverness Road (outside block 15-25)
Laburnum Grove (outside no. 126A)	Langstone Road (outside no. 108)
Ledbury Road (outside no. 7)	Leominster Road (outside no. 39)
Leominster Road (outside no. 135)	Leominster Road (outside no. 139)
London Road (outside no. 380)	Maidstone Crescent (outside no. 38)
Montgomerie Road (outside no. 54)	Paddington Road (outside no. 41)
Paulsgrove Road (outside no. 74)	Powerscourt Road (outside no. 178)
Prince Albert Road (outside no. 95)	Prince George Street (outside block 60-85 Pennant House)
Shadwell Road (outside no. 35)	Shearer Road (outside no. 118)
Shelford Road (outside no. 118)	Stamford Street (alongside no. 2 Trafalgar Mews)
Stamshaw Road (outside no. 166)	Station Road (outside no. 121)
Stone Street (outside block 7-12)	Strode Road (alongside Church)
St Augustine Road (outside no. 207)	The Circle (opposite no. 30)
Twyford Avenue (outside no. 270)	Wellington Street (outside no. 16)
Wesley Grove (outside no. 33)	Worthing Road (outside 22-29 Homelea Appts)

**D) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)**

Chichester Road (outside no. 228)

Francis Avenue (alongside no. 41  
Edmund Road)

Heathcote Road (alongside 247c Copnor Road)

Laburnum Grove (outside no. 289)

Manor Park Avenue (outside no. 40)

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](http://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.

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Traffic Regulation Orders, Parking Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 242/2023 within 21 days of the date of this Notice (i.e. by **10 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.

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

**Appendix B: Public Views**

<p><b>St Barbara Way</b> <b>Objection to proposed Disabled Bay</b></p>
<p><b>Resident, St Barbara Way</b> Good Afternoon,</p> <p>I am writing this email to lodge my strong objections to the notice of a planned disabled parking bay outside block 26-36 St Barbara's Way. Parking is already at a premium outside my block and the proposal for a parking bay there when no-one in the block that I am aware of has a blue badge is wrong as I am assuming it is just to make up a quota you might have.</p>
<p><b>Shearer Road</b> <b>Objection to proposed Disabled Bay</b></p>
<p><b>Resident, Shearer Road</b></p> <p>Objection to proposed disabled parking bay outside 118 Shearer Road, PO1 5LR.</p> <p>Reason for objection: too many disabled parking bays in very close proximity to each other in an un-permitted road.</p> <p>Shearer Road and the surrounding roads (Ernest Rd, Shakespear Rd etc.) are not in a residential parking zone. The Shearer Rd area was surveyed by the council in March 2022, and the results showed that there is a parking problem particularly in the evenings and overnight, and that a parking zone would be supported by residents. However, since the survey nothing has been done. I emailed the TRO team in April 2023 and the reply I received said that the plan is to continue consultations at the end of 2023 or beginning of 2024.</p> <p>I have also emailed my local councillors in June 2023, who could not update me on what would be happening regarding parking zones, but they would forward my email to the Transport Cabinet member, Gerald Vernon-Jackson, who has not replied.</p> <p>Parking is very difficult on Shearer Rd and the surrounding roads. It is made worse when Portsmouth FC have home games on, as this is possibly one of the closest areas to Fratton Park without parking restrictions or having to pay for parking. The residential areas near Fratton Park have residents parking zone, like zone GA.</p> <p>There are also two churches (St Mary's Church and Salem Baptist Church), four schools (Portsmouth Academy, Manor Infants, Newbridge, and Madani Academy) within this built-up residential area. At the top of Shearer Rd with its junction with New Road, the former furniture shop Marriots is being converted into I believe 7 houses, none of which have parking. Shearer Rd will be the nearest place to park.</p> <p>There are already two disabled parking bays installed very near to 118 Shearer Rd. One outside 129 and one outside 133.</p> <p>Due to how the road is, 118 is opposite 127 which is adjoining 129.</p>

Due to how the disabled parking bays outside 129 and 133 have been painted, there is a small gap between them outside 131. However, this gap is too small for even a small car to park in. I have mentioned this in the parking survey and the email to the local councillors that if these two bays were re-painted slightly further apart it would create a usable space for residents.

129 has two cars, in a one person household, and uses the too small gap to swap over their cars to ensure they always have the space in front of “their” disabled bay. This has been going on for a least a decade, you can tell this as the patch of road there looks very different to the rest of the road due to always having a car parked there, and being curious about the road and what it looked like in the past I viewed the road on google timeline. It’s the same two cars being swapped constantly. It does feel that some residents have a monopoly on parking on this stretch of road – especially as numbers (approx.) 153-133 (odds only) have access at the rear of their properties where I believe some do leave their cars, but most do not.

I believe there may also be the possibility of a request of a disabled parking bay from 124. The property has been undergoing extensive renovations to adapt it to a disabled resident. Again, this will just add pressure and create odd too small spaces in the road.

A big problem is multiple car households. I see on a daily basis other residents parking so as to take up two spaces in the road to save a space for another car in their household. Some residents leave bins and cones in the road to save themselves a space. One neighbour has 5 cars. There are also large works vans frequently parked here as well as cars that do not move for months. I currently have a car outside my house which I have never seen before that has just appeared 2 months ago and has never moved or had anyone go to it.

I feel that having another disabled parking bay on such a small stretch of road is unreasonable. It will create more parking issues.

I also object that white paint lines have been painted on the curb outside 118 as if to mark out a potential disabled parking bay already. These marks appeared around 14<sup>th</sup> July 2023, way before the TRO and the chance to object was published. It does feel the council have already decided to install a disabled parking bay there.

Whilst I agree that a parking bay at anyone’s doorstep would make their life easier – it will make others’ lives harder, especially as parking is already difficult in this area. Personally, I feel stressed and anxious at the thought of parking on my road. I hate having to drive, I try to reduce the number of times I go out with my car. I am in a one car household.

I ask the council:

- Does the council have a cap on the amount of disabled parking bays permitted in a residential area?
- Has the council ever declined to install a disabled parking bay in a residential area due to other residents’ objections?



- What is the current agenda with residents parking zones? As there appears to be no activity on this in the whole of the city since the Shearer Rd survey in March 2022.

Please before another disabled parking bay is considered in this area of Shearer Rd

- Re-paint the disabled parking bays outside 129 and 133 to create a useable parking space. By re-painting them just slightly further apart it will ease some parking pressure.
- Install a residential parking zone for this area in order to reduce the number of cars in multiple car households and traffic from football supporters attending matches.

### **St Augustine Road**

#### **Objection to proposed Disabled Parking Bay**

##### **Resident, St Augustine Road**

I wish to object to the proposed disabled parking bay outside 207 St Augustine Rd, Southsea, PO4 9AB. On the grounds that the property has off Rd parking to the rear of the property.

This disabled bay will takeaway another parking space from, the residents on the opposite side of Rd who do not benefit from off Rd parking on their properties and have to pay for parking permits.

The person who lives at the property does not use a wheelchair, (has never been seen using one) and is quite able-bodied, so should be able to use the rear of property for parking.

I feel if this is given permission then the person who lives opposite (also blue badge owner) will then seek permission for a disabled space. Thus reducing more spaces.

<b>Form name</b>	Integrated Impact Assessment
<b>Reference</b>	IA557203795
<b>Date</b>	26/10/2023



## Policy details

<b>Request date</b>	26/10/2023 09:03
<b>Directorate</b>	PCC Regeneration
<b>Service</b>	Parking Service
<b>Title of policy, service, function</b>	TRO 232/2023 & 242/2023 Disabled Bays
<b>Type of policy, service, function</b>	Existing
<b>What is the aim of your policy, service, function, project or strategy?</b>	Introduce disabled bays in residential roads for use by blue badge holders to assist them with parking closer to where they live
<b>Has any consultation been undertaken for this proposal?</b>	yes
<b>What were the outcomes of the consultations?</b>	Three disabled bays were objected to
<b>Has anything changed because of the consultation?</b>	no
<b>Did this inform your proposal?</b>	no

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

<p><b>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?</b></p>	<p>The installation of disabled bays will benefit those with disabilities and have a blue badge by helping them to park closer to where they live</p>
<p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>	<p>Those with blue badges will be provided with a parking bay closer to where they live</p>
<p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>	<p>N/A</p>
<p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>	<p>Advertised Traffic Regulation Orders 232/2023 and 242/2023 for a 3 week public consultation period</p>
<p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>	<p>The need for disabled bays in residential roads are reviewed as an ongoing process, as applications for new bays and removal of no longer required bays are received on a regular basis. The Disabled Bay Officer reviews the applications with any queries referred to the Parking Office Manager.</p>

**Crime - Will it make our city safer?**

<p><b>This section is not applicable to my policy</b></p>	<p><input checked="" type="checkbox"/></p>
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## Housing - will it provide good quality homes?

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

<b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b>	This proposal will assist the more vulnerable in being able to go out in a vehicle, knowing that when they return they will be able to park closer to their home. Blue Badge holders who do not have off-street parking available to them, often find that they cannot park closer to their home and feel that they cannot go out as they are unable to walk the distance home from where they have to park. The installation of disabled bays for blue badge holders helps to improve their mental health/quality of life by giving them confidence to go out and about knowing they will be able to park close to home when they return.
<b>How are you going to measure/check the impact of your proposal?</b>	Consider any feedback from blue badge holders or other residents.

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Carbon emissions - will it reduce carbon emissions?

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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## Energy use - will it reduce energy use?

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

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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**Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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**Air quality - will it improve air quality?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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**Transport - will it make transport more sustainable and safer for the whole community?**

<b>This section is not applicable to my policy</b>	<input checked="" type="checkbox"/>
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**Waste management - will it increase recycling and reduce the production of waste?**

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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**Employment and opportunities - will it promote the development of a skilled workforce?**

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

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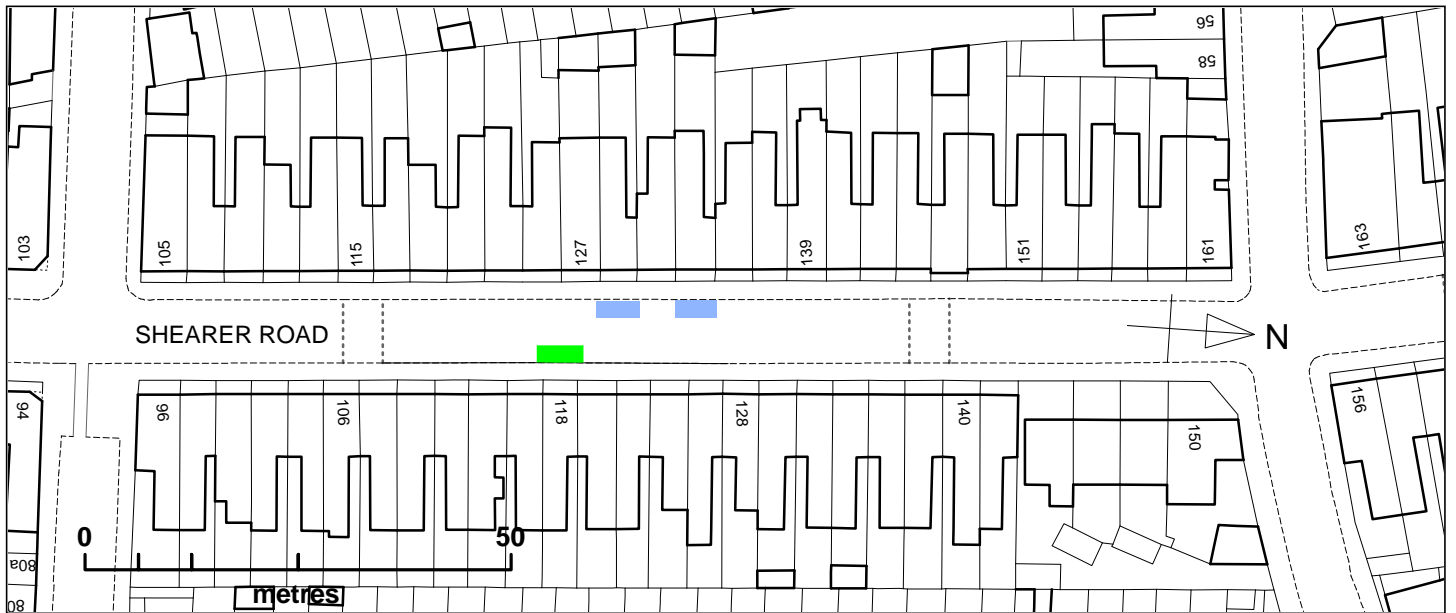
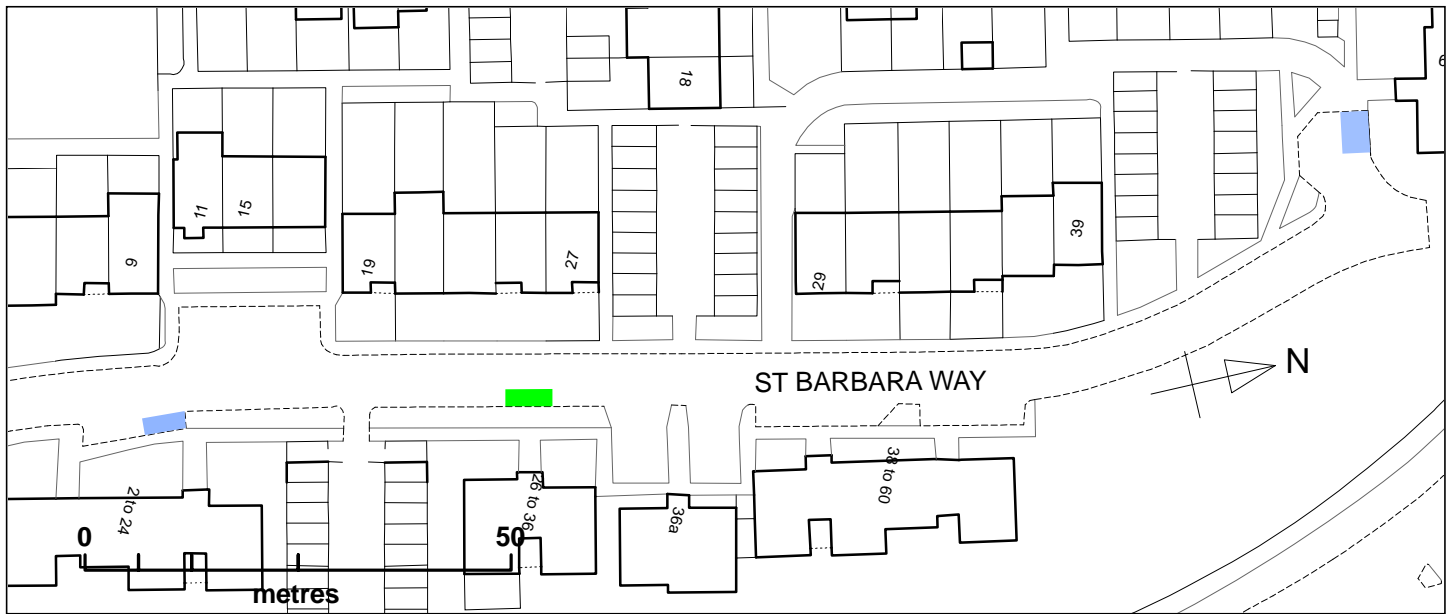
**Involvement**

Who was involved in the Integrated impact assessment?	Denise Bastow Page 169
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<b>Name of the person completing this form</b>	Denise Bastow
<b>Date of completion</b>	2023-10-26

# Proposed Disabled Parking Bays

- Proposed bay
- Existing bay



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# Agenda Item 7



## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

<b>Title of meeting:</b>	Cabinet Member for Transport Decision Meeting
<b>Date of meeting:</b>	16 November 2023
<b>Subject:</b>	Update on the plan to withdraw the London One Day Travelcard from January 2024
<b>Report by:</b>	Kerri Farnsworth, Interim Director Regeneration
<b>Report Author:</b>	Simon Bell, Principal Public Transport Officer
<b>Wards affected:</b>	All

- 
- 1. Requested by** Councillor Vernon Jackson, Cabinet Member for Transport.
  - 2. Purpose:** To update the Transport Cabinet on progress of the plan by the Mayor of London to withdraw the One Day Travelcard from January 2024.

### **3. Information Requested**

- 3.1. Between 18 April and 6 June 2023, Transport for London (TfL) commenced an engagement process to withdraw the One Day Travelcard which allows travel on buses, underground and train services in the capital and has been in use since 1995. Many of these tickets are sold combined with rail tickets from Portsmouth, and stations across the region and beyond, and make travel easy for visitors as well as offering a saving. Cabinet requested an update on what has happened since.
- 3.2. On 23 October 2023, Transport for London announced that the One Day Travelcard would be retained following agreement with the Train Operating Companies. The rest of this report sets out the importance of that decision.
- 3.3. In May, the Council submitted the objection to the proposal set out below, one of 12 local authorities to object.
  - 3.3.1. Portsmouth City Council would like to object to the Transport for London proposal to withdraw the sale of One Day Travelcards on train tickets to London from stations outside the Oyster card area.

**THIS ITEM IS FOR INFORMATION ONLY**

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- 3.3.2. Many of Portsmouth's residents travel to London by rail and use travelcards to get around the city by public transport. Many people need to travel to London to access business and attractions which are not available elsewhere, including the national museums, foreign embassies and sport/cultural venues.
- 3.3.3. The proposed alternative will be both more expensive and more complex, and therefore harder to understand - the opposite of what public transport needs to be to encourage sustainable travel.
- 3.3.4. Specific groups of passengers, including families, the disabled, Armed Services veterans (all of whom are eligible for railcards) and those without bank cards, will be particularly disadvantaged. At a time when there is a strong policy need to encourage the use of rail and public transport, to realise the environmental and social inclusion benefits, this change will deter such travel choices. Any optional trips are more likely to be made to other (non-London) destinations. Some trips will probably be made by car - increasing traffic congestion, pollution and accidents, including on roads in Greater London.'
- 3.3.5. The present simple system of Travelcards as an add-on to day return tickets to London, including Railcard discounts, should be retained. This will benefit both residents of London and those of other areas of the UK.'
- 3.4. On 20 July, the Mayor of London gave six month's notice to withdraw from the scheme from January 2024. The reason given was that a condition of post-pandemic funding from Government is for TfL to generate additional revenue, or make savings, of £500 million to £1 billion per year. 14 million One Day Travelcards were sold last year and TfL estimate that this represented lost income of £40 million compared to passengers using pay as you go fares.
- 3.5. TfL stated that the decision is reversible if either Government or the Train Operating Companies (TOCs) come forward with proposals. For example, the revenue going to the TOCs includes a share of the mainline fare, which could mean 69.5% of the total ticket price going to South Western Railway.
- 3.6. One of the complications, is that TfL are unclear on how many journeys are made with One Day Travelcards as these are not recorded. Therefore, if a passenger only makes two bus trips in London and has paid for a One Day Travelcard, TfL will be disadvantaged, as they will be if passengers decide that a day in London is too expensive.
- 3.7. Similarly, the 'add on' fare for the One Day Travelcard varies from station to station. An Off Peak return from Portsmouth to London is £50.10 and with a One Day Travelcard £61.40. This makes the cost of the Travelcard £11.30, a saving of £3.90 on the cost of the One Day Travelcard on its own of £15.20.



## **THIS ITEM IS FOR INFORMATION ONLY**

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- 3.8. Portsmouth residents could be disadvantaged if they have a discount railcard such as a Network Railcard or a Disabled Persons Railcard which makes an Off Peak Return £33.05 and with a One Day Travelcard £40.50, making the cost of the Travelcard £7.45, a saving of £7.75 (compared to the full price of £15.20). The pay as you go cap for travel across zones 1-6, which the One Day Travelcard covers, is £14.90 so they would be paying £47.95 without the One Day Travelcard (£33.05 + £14.90) a rise of £7.45, almost 20%, in the cost of a day to London by train with similar travel flexibility in the capital.
- 3.9. An adult travelling with a child using a Family and Friends Railcard would currently pay £58.10 for an Off Peak Return and £71.20 for a One Day Travelcard for both of them, but if the Travelcard is withdrawn, the only way that they can get a discount for a child over age 10 on buses, underground and trains in London is to apply for an 11-15 Zip Oyster Photocard, which allows free travel, or a 16+ Oyster Photocard which allows 50% of adult fares for children who live outside London. Adults who do not have a contactless payment card will have to obtain an Oyster card and load value on it to pay for journeys.
- 3.10. Rail operators stand to lose too. The revenue split between the TOC and TfL varies between TOCs. In each case though, £15.20 for the Travelcard is deducted from the combined price, the rest goes to the TOC and the £15.20 is split between the TOC and TfL. In the case of SWR, it is understood that they retain 73.1% of £15.20 (£11.11) and 29.1% (£4.09) goes to TfL. So, for the ticket from Portsmouth including the Travelcard, SWR gets £61.40 - £15.20 = £46.20 plus 73.1% of £15.20 (£11.11) total £57.31. If the One Day Travelcard is withdrawn SWR will only sell the Off Peak return at £50.10, so will be £7.21 or 12.6% worse off and as the second busiest mainline train operator into London, a lot of the 14 million One Day Travelcards sold in 2022 are likely to be through SWR so the revenue impact could be significant.
- 3.11. The benefits to TfL of withdrawing the One Day Travelcard in January 2024 are uncertain as the value of journeys made, as opposed to the sale of tickets, is not recorded. Passengers, especially those with railcards or travelling with children will be disadvantaged. Fewer journeys to or around London could impact on the economy of the capital. Rail operators are likely to be disadvantaged too, perhaps increasing pressure to raise fares, reducing use of public transport.
- 3.12. This a timely opportunity to update Transport Cabinet. The decision by TfL is good for all concerned. Had this not been the case it would have been the right stage in the six-month notice period to remind residents of the negatives of withdrawal of the One Day Travelcard and bring together public support for its retention.

**THIS ITEM IS FOR INFORMATION ONLY**

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

.....  
Signed by (Director)

**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:

<b>Title of document</b>	<b>Location</b>