



NOTICE OF MEETING

CABINET MEMBER FOR TRANSPORT

WEDNESDAY, 13 DECEMBER 2023 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

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

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

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

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

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

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

AGENDA

- 1 Apologies**
 - 2 Declarations of Interest**
 - 3 Questions from Members under Standing Order No.17**
- Question from Councillor Graham Heaney**

"The Elm Grove/Grove Road South junction safety improvements were approved by the previous Cabinet Member in December 2021 so has the Cabinet Member agreed to the detailed proposals that have been consulted on so work on this scheme can begin?"

4 District, Local & Town Centre Project: Castle Road TRO (Pages 5 - 10)

Purpose of Report

To provide an update on Castle Road TRO 120/21.

5 ETRO 8/2023 - Bonchurch and Edgeware Roads - one way except cycles (Pages 11 - 28)

Purpose of Report

To consider the objection to making permanent the experimental one-way (except cyclists) streets on Bonchurch Road and Edgeware Road.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport:

- 1. Considers the objection to the making permanent of the experimental one way (except cycles) working in Edgeware Road and Bonchurch Road;**
- 2. Approves that the provisions of the Portsmouth City Council (Bonchurch Road and Edgeware Road) (One Way except Cycles) (No.8) Experimental Traffic Regulation Order 2023 be made permanent.**

6 Exclusion of Press and Public

"That under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the press and public be excluded for the consideration of the following item on the grounds that the report(s) contain information defined as exempt in Part 1 of Schedule 12A to the Local Government Act, 1972".

The public interest in maintaining the exemption must outweigh the public interest in disclosing the information.

Under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012, regulation 5, the reasons for exemption of the listed item is shown below.

Members of the public may make representation as to why the item should be held in open session. A statement of the Council's response to representations received will be given at the meeting so that this can be taken into account when members decide whether or not to deal with the item under exempt business.

(NB The exempt/confidential committee papers on the agenda will contain information which is commercially, legally or personally sensitive and should not be divulged to third parties. Members are reminded of standing order restrictions on the disclosure of exempt information and are invited to return their exempt documentation to the Local Democracy Officer at the conclusion of the meeting for shredding).

| | |
|--------------------------------------|-------------------|
| Item 7 | Paragraph |
| The Hard Pavement Replacement | Appendix B |

7 The Hard Pavement Replacement (Pages 29 - 42)

Purpose of Report

To agree to enter into a design and build contract to replace the pavement at the Hard interchange bus apron.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport approves:

- 1. The appointment of Mildren Construction Ltd to undertake the design and build pavement replacement at the bus apron.**
- 2. That this appointment is to take place in advance of the conclusion of the ongoing legal process. There is a risk that further delay in the pavement replacement could result in an unplanned substantial failure which will lead to vehicles not being able to access the bus apron.**

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

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

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

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Agenda Item 4



THIS ITEM IS FOR INFORMATION ONLY

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

| | |
|-------------------------------|--|
| Title of meeting: | Cabinet Member for Transport Decision Meeting |
| Subject: | District, Local & Town Centre Project: Castle Road TRO |
| Date of meeting: | Wednesday 13 th December 2023 |
| Report by: | Kerri Farnsworth, Director of Regeneration |
| Report Author: | Abi Kelly, Principal Project Manager |
| Wards affected: | St Thomas Ward |
| Key Decision: | No |
| Full Council Decision: | No |

1. Requested by

1.1 Report requested by the Cabinet Member for Traffic and Transportation.

2. Purpose:

2.1 The purpose of this report is to provide an update on Castle Road TRO 120/21.

3. Background:

3.1 Castle Road has been temporarily closed since 2020 in response to the Covid-19 pandemic under a Temporary Traffic Regulation order (TTRO) that was introduced under new government legislation. This legislation allowed local authorities to create additional space for social distancing, walking, and cycling and to temporarily close roads.

3.2 This area has been closed for 3 years and forms part of a wider programme of works known as the District Local Town Centre Schemes (DLTC). The objective of the scheme on Castle Road is to enhance and transform the street to encourage active travel and to help boost the economy. The permanent closure of Castle Road will help to support local businesses emphasising the importance of good placemaking in an urban setting.

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- 3.3 In 2022 a new gateway entrance was constructed at the southern end of the road, which included widened footway, a raised crossing area with additional amenity space and planting.
- 3.4 Since the road was temporarily closed to through traffic, Portsmouth City Council has been in consultation with the local community regarding a permanent closure.

4. Initial Consultation:

- 4.1 In Summer 2021 a survey sought feedback about the road closure from local businesses within the area, residents living directly on Castle Road and its connecting roads, and visitors that travel to/ through the area. In total 1,474 interacted with the survey. Over three quarters (76%) of respondents reported that the temporary road closure had a positive impact on their daily activities or experience, with most residents, businesses and visitors wanting Castle Road to remain closed to vehicles.
- 4.2 Feedback from the consultation identified that reduced levels of vehicles in Castle Road and the fact that it has become a safer walking and cycling route were amongst the top positive impacts of the road closure for all users of Castle Road. Improved air quality and Castle Road feeling like a better place to visit were also provided as reasons for wanting the road to remain closed.
- 4.3 Following this feedback, the project team worked closely with residents, businesses, school, and other key stakeholders to design a permanent Traffic Regulation Order (TRO 120/21) for a pedestrian and cycle zone on Castle Road that will enable benefits experienced during the TTRO to be maintained.
- 4.4 The TRO has also sought to address issues raised, with access for local residents and businesses, emergency vehicles and other statutory exceptions, along with timed access for deliveries remaining.
- 4.5 Following initial consultation amendments were made to address the feedback received and the Authority gave notice to a revised TRO.

5. Revised TRO 120/21:

- 5.1 The consultation period on the revised TRO ran between 24th January 2022 to 14th February 2023. There was one objection within the 21 day consultation and this objection was later withdrawn.

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- 5.2 It is noted that this particular TRO differs in nature to the more typical TRO's that the Local Authority is used to. Due to the restrictive nature of TRO 120/21 Portsmouth City Council must ensure that all objections are removed before proceeding with a sealed TRO otherwise a public enquiry is to be held. This therefore is not a decision for the Transport Cabinet as the matter could not proceed with any objections.
- 5.3 The Director of Regeneration has delegated power providing all objections have been withdrawn to grant or refuse consents, to serve notices and take any necessary action including recovery of costs in respect of the following;

"Powers and duties in respect of traffic regulation orders where no objections are received to a proposed order or where an objection is received but subsequently withdrawn."

6. Issues:

6.1 In accordance with the legislation around consultation for a TRO, a fair process has been undertaken to review and respond to each objection raised. The process has taken some time primarily due to the nature of the order being sought, and the context of the site, combined with the Council's strong desire to work with the residents and businesses in Castle Road to ensure the best outcome possible.

6.2 The primary issue raised by residents throughout the consultations was in relation to access. The particulars of TRO 120/21 have been reviewed. The Council has confirmed that when TRO 120/21 is sealed, all residents living within the pedestrian and cycle zone will be able to access their property at any point they need to (24/7).

6.3 Owning or living at the property within the restricted section will be classed as the reason for accessing. This reason covers activities including - deliveries on residents' behalf (such as post, shopping and/or larger goods) and private hire vehicles picking up and/or dropping off residents or their guests.

6.4 In ensuring that the above issues have been dealt with accordingly a letter has been drafted and issued by Portsmouth City Council's City Solicitor providing assurance to these residents and confirming their access arrangements. As such through the development of detailed design Portsmouth City Council will need to ensure compliance with this requirement.



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6.5 There have also been issues raised in respect of aspects of the wider design, crime and disorder, and licencing. The issues highlighted are not relevant to this TRO process as they are not related to the prohibition of traffic and are environmental factors, however the project team will continue to work with residents and businesses in the road to address these concerns throughout the remainder of the project.

7. Next Steps:

7.1 Now that all relevant objections to the TRO have been withdrawn, the Council will proceed with TRO 120/21 using the delegated authorities outlined above.

7.2 TRO 120/21 will be sealed and associated infrastructure works completed to close Castle Road from vehicles.

7.3 In 2024 phase 2 of Castle Road works are due to commence. It is intended for residents and businesses to remain actively involved in the design process, working with the project team to consider the future design for the new public realm. The vision for the area is to create an enjoyable space, that celebrates creativity, and promotes sustainable solutions.

7.4 Castle Road provides a unique setting and with a collaborative approach to design this area provides an ideal opportunity to evidence how a well-designed high street can help activate communities and provide better social, environmental and economic capital for all.

8. Legal Comments:

8.1 The appropriate Legal Officer has been consulted in drafting this report and is satisfied with its contents.

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Signed by Kerri Farnsworth, Director of Regeneration


Appendices:

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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 (Castle Rd) (Pedestrian and Cycle Zone, one-way traffic and amendments to waiting restrictions (No 120) Order | www.portsmouth.gov.uk/services/parking-roads-and-travel/roads/traffic-regulation-orders-2021 |
| Castle Road – road closure consultation 2021 | https://yourcityyoursay.portsmouth.gov.uk/castle-road-road-closure-consultation-2021/ |
| Access Letter - Peter Baulf (10.11.23) |  Castle Road - Access Letter.docx |

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Agenda Item 5



Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 13 December 2023

Subject: ETRO 8/2023 - Bonchurch and Edgeware Roads - one way except cycles

Report by: Kerri Farnsworth, Interim Director Regeneration

Report author: Liam Norman, Project Manager

Wards affected: Milton

Key decision: No

1. Purpose of report

- 1.1 To consider the objection to making permanent the experimental one-way (except cyclists) streets on Bonchurch Road and Edgeware Road.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Considers the objection to the making permanent of the experimental one way (except cycles) working in Edgeware Road and Bonchurch Road; and**
- 2.2 **Approves that the provisions of the Portsmouth City Council (Bonchurch Road and Edgeware Road) (One Way except Cycles) (No.8) Experimental Traffic Regulation Order 2023 be made permanent.**

3. Background

- 3.1 Historically, complaints have been received from residents of Bonchurch Road and Edgeware Road about traffic using the roads as "short cuts", and conflict between oncoming vehicles, where the running carriageway is too narrow to allow cars to pass each other, and there are few places to pull in and allow oncoming traffic to pass. A review of turning count data concluded that the use of both roads as a "short cut" to avoid the signalised junction is a perceived issue and was not indicated by the data collected.

- 3.2 A scheme to implement a one-way system at this location was taken to the then Cabinet Member for Traffic and Transportation on the 12 March 2009¹. However, following local opposition at the time, the scheme was not progressed.
- 3.3 A petition objecting to the implementation of the one-way traffic system in Edgeware Road was received on 30 January 2009. This contained 64 signatures from residents within Edgeware Road.
- 3.4 As well as the petition, nine letters of named representation were received during the statutory consultation period. As a result of this resident feedback, the recommendation that the scheme be deferred was accepted.
- 3.5 Additional requests from residents of Bonchurch and Edgeware roads for a one-way system were received in early 2022.
- 3.6 In response to these requests, a feasibility assessment was undertaken by Portsmouth City Council considering road speeds, traffic counts, turning counts and historical road traffic collision data. The work concluded several feasible options at this location to address issues identified through data collection during the feasibility and stakeholder engagement activities.
- 3.7 Resident engagement activity then took place in October 2022 to confirm the final option for implementation and is outlined in section 5 of this report.
- 3.8 The preferred option following resident engagement was for the installation of a one-way system with contraflow cycling on Bonchurch Road and Edgeware Road. As identified in the original scheme proposal, there was conflicting desire from residents pertaining to the direction of traffic on their road.
- 3.9 Additional traffic count data and turning count data was collected to assess the best option for the direction of traffic. Owing to the conflicting views of the residents of Bonchurch Road and Edgeware Road, a one-way (except cycles) was progressed on an experimental basis, to assess the suitability of the direction of one-way traffic. The experimental Traffic Regulation Order (ETRO) came into force on 28 April 2023.
- 3.10 Following the formal ETRO consultation period, which came to an end on the 28 October 2023, one objection has been received. This objection is as follows:

"There has been one way scheme on my road and two adjacent. My road is closest to the traffic light between Rodney Rd and eastern Rd, this means it takes me at the minimum 7 minutes for someone to let me into the que and this is very unsafe because of oncoming traffic so close to the bend from the eastern Rd going around the corner which is a blind bend.

¹ [T&T Report - results of statutory consultation for one-way Roads, 2009](#)

There will be an incident with someone having no choice but to use this because it's one way now. Edgeware Rd being one way towards the Milton Rd makes more sense because it's not so close to the blind bend and the traffic lights. Bonchurch should be one way towards Euston rd.

This will make it safe and save me min of 7 mins each day and risking joining the queue.

Switch around current system."

- 3.11 The rationale behind making the direction of travel on Bonchurch Road westbound was as a result of the findings of the feasibility. Surveys undertaken indicated that Bonchurch Road would be more suitable to carry traffic westbound than Edgeware Road. During informal consultation for this scheme, following the initial feasibility works, it was identified that the residents of Bonchurch and Edgeware Roads were both in support of a one-way system being in place. However, the residents of both streets had conflicting views on the preferred direction of traffic along their road.
- 3.12 Although there is a perception from the objector that having traffic exiting Bonchurch Road at Milton Road is more likely to lead to an incident. It should be noted that a review of incidents along Milton Road indicated that historically they have been more likely further down Milton Road, past where traffic used to exit onto Milton Road from Edgeware Road, where traffic is also exiting the Esso garage. Additionally, vehicles are more likely to be travelling slower along Milton Road near to Bonchurch Road due to the signalised junction with Velder Avenue.
- 3.13 Since these measures were installed, there have been no incidents recorded as a result of the direction of travel on Bonchurch Road. However, Portsmouth City Council will continue to monitor incidents and their causes at this location and will propose further changes to the Cabinet Member in the future should this be justified through available data.
- 3.14 To reduce the issues being experienced with exiting Bonchurch Road onto Milton Road, Portsmouth City Council are proposing the addition of "Keep Clear" markings on Milton Road at the exit of Bonchurch Road to improve the flow of traffic exiting at this location.
- 3.15 The decision made to install these new measures under an Experimental Traffic Regulation Order was a direct result of historical engagement, and engagement carried out under this project. This allowed the residents to trial the new measures prior to making them permanent. At the time of engagement there were many comments received about the proposed direction. The low number of objections to making the scheme permanent highlights the success of this trial.

4. Experimental Traffic Regulation Order (TRO) 08/2023

- 4.1 The Portsmouth City Council (Bonchurch Road and Edgeware Road) (One Way except Cycles) (No.8) Experimental Traffic Regulation Order 2023, came into effect on 28th April 2023.
- 4.2 The effects of the Order were:
- a. To introduce one way working (except cycles, which may travel in either direction) on Bonchurch Road, travelling south-west from its junction with Euston Road to its junction with Milton Road; and
 - b. To introduce one way working (except cycles, which may travel in either direction) on Edgeware Road, travelling north-east from its junction with Euston Road to its junction with Milton Road.

A plan of the measures brought in under this ETRO is shown in Appendix A.

- 4.3 ETRO notices were displayed on-street on both roads notifying residents of the proposal to create a set of one-way streets (except cycles) on Bonchurch Road and Edgeware Road. This notice stated that if the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely by means of a permanent order. Any person desiring to object to the making of an order for the purpose of such indefinite continuation may, within six months of the experimental order coming into operation
- 4.4 The ETRO consultation received one public response objecting to the provisions of the experimental order, refer to Appendix B for further information.

5. Resident engagement

- 5.1 Prior to undertaking detailed design and progressing with the ETRO notice, resident engagement activity was undertaken to ensure that all residents who wanted to participate in the surveys had the opportunity to do so.
- 5.2 Between Monday 3rd October 2022 and 13th October 2022, Portsmouth City Council, Transport Engagement Team carried out informal consultation for the properties on Bonchurch Road, Edgeware Road and surrounding roads. Residents were asked for their opinions on the following two options:

Option One - One-way system created under an Experimental Traffic Regulation Order (ETRO) to enable residents to experience the change on a trial basis before a formal TRO process is started, at which point you can share your views on making the one-way system permanent. Bonchurch Road one-way from Euston Road to Milton Road. Edgeware Road one-way from Milton Road to Euston Road.

Option Two - make no changes to the area.

- 5.3 Analysis of the options feedback showed:
- The majority - 75% - of survey respondents were in favour of implementing one-way streets.
 - 25% of respondents were in favour of doing nothing.
- 5.4 Residents raised several themes of concern to engagement officers. These related to issues with non-residents parking at this location and also to the proposed direction of traffic.

For further details on the informal consultation conducted, refer to Appendix C.

6. Reasons for Recommendations

- 6.1 Following the statutory consultation period of the experimental order, the limited number of objections received by the council indicate that the trial has been a success. It is recommended that provisions of the experimental order be made permanent through the making of a TRO to enable the continued improvements to traffic flow along Bonchurch and Edgeware Roads.
- 6.2 The Portsmouth Transport Strategy² includes the strategic objectives to prioritise walking and cycling and deliver cleaner air. Therefore, contraflow cycling on Bonchurch and Edgeware roads was included within the provisions of the experimental order. This makes these roads a more accessible environment for cyclists by creating more space through the introduction of the one-way system.

7. Integrated Impact Assessment

- 7.1 An integrated impact assessment has been completed for this proposed scheme and is included in appendix D of this report.
- 7.2 The IIA has determined that this scheme has no impacts on crime, housing, health, income deprivation and poverty, carbon emissions, energy use, climate change mitigation and flooding, the natural environment, air quality, transport, waste management, employment and opportunities, culture and heritage or the economy of the city.

² [Portsmouth Transport Strategy 2021-2038](#)

8. Legal Implications

- 8.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3 Experimental traffic orders (ETRO's) can be made for the same reasons as standard traffic regulation orders, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.
- 8.4 An order may specifically include provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by any specified class of traffic.
- 8.5 There is no statutory requirement to consult before making an ETRO 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.
- 8.6 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 8.7 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 8.7.1 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

8.7.2 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

9. Director of Finance's comments

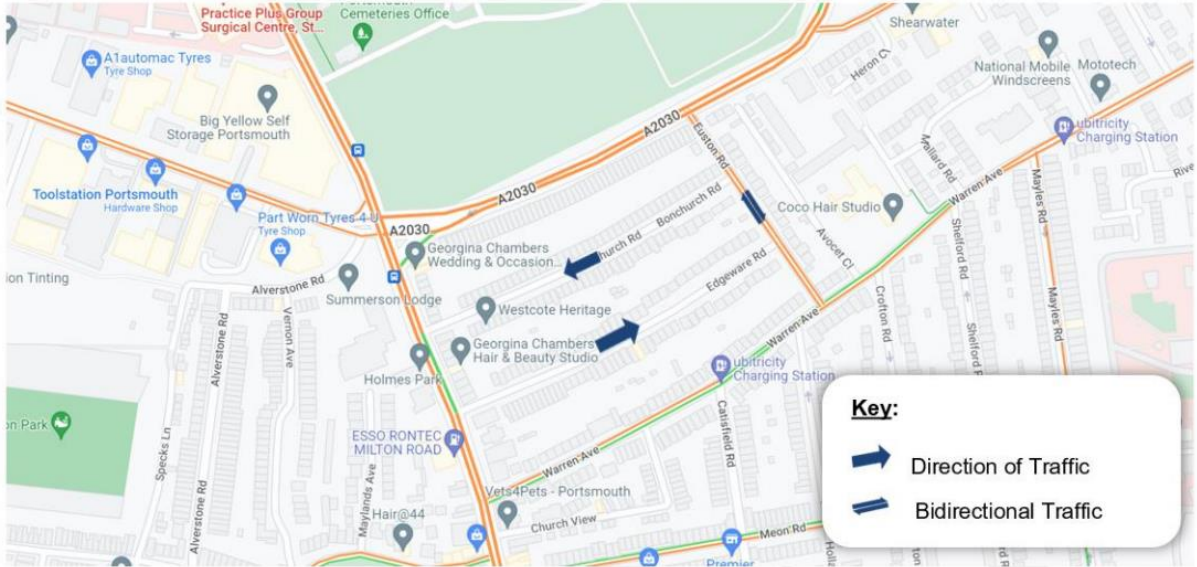
9.1 Costs associated with the Bonchurch and Edgeware Roads one way scheme are covered under the Local Transport Plan 4 budget, funded through corporate reserves and the Parking Reserve.

.....
Signed by (Director)

Appendices:

- Appendix A - Plan of the measures currently in place under the existing ETRO**
- Appendix B - Public responses to the provisions of the experimental order**
- Appendix C - Result of Informal Consultation**

Appendix A - Plan of the measures currently in place under the existing ETRO



Appendix B: Public responses to the provisions of the experimental order

Objections made to the one-way streets during the 6-month consultation period

1) Resident of Bonchurch Road

There has been one way scheme on my road and two adjacent. My road is closest to the traffic light between Rodney Rd and eastern Rd, this means it takes me at the minimum 7 minutes for someone to let me into the que and this is very unsafe because of oncoming traffic so close to the bend from the eastern Rd going around the corner which is a blind bend.

There will be an incident with someone having no choice but to use this because it's one way now. Edgeware Rd being one way towards the Milton Rd makes more sense because it's not so close to the blind bend and the traffic lights. Bonchurch should be one way towards Euston rd.

This will make it safe and save me min of 7 mins each day and risking joining the que.

Switch around current system.

Appendix C: Results of Informal Consultation

Aim

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

Objectives

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

Approach

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

Summary of findings

A total of 178 addresses in the local area were consulted with in October 2022. This consultation achieved a response rate of approximately 63%. The below table outlines the total number of responses received during consultation:

| Road Name | Responses (% , No.) | |
|------------------------|---------------------|----|
| Bonchurch Road | 33.93% | 38 |
| Edgeware Road | 38.39% | 43 |
| Euston Road | 4.46% | 5 |
| Milton Road | 8.04% | 9 |
| Warren Avenue | 11.61% | 13 |
| Velder Avenue | 2.68% | 3 |
| Other (please specify) | 0.89% | 1 |

The below table displays the response received to the options put forward during consultation:

| Option | Responses (% , No.) | |
|--|---------------------|----|
| OPTION 1: One-way system created under an Experimental Traffic Regulation Order (ETRO) to enable residents to experience the change on a trial basis before a formal TRO process is started, at which point you can share your views on making the one-way system permanent. - | 75.23%% | 82 |

| | | |
|--|--------|---|
| Bonchurch Road one-way from Euston Road to Milton Road- Edgeware Road one-way from Milton Road to Euston Road | | |
| OPTION 2: Do not make any changes to the roads | 24.77% | 2 |

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|------------------|------------------------------|
| Form name | Integrated Impact Assessment |
| Reference | IA566737031 |
| Date | 04/12/2023 |



Policy details

| | |
|--|--|
| Request date | 04/12/2023 10:43 |
| Directorate | PCC Regeneration |
| Service | Road Safety |
| Title of policy, service, function | Bonchurch, Edgeware Raods One-Way Streets (except Cycles) |
| Type of policy, service, function | Existing |
| What is the aim of your policy, service, function, project or strategy? | To make permanent the provisions of the ETRO implementing one-way streets except cycles along Bonchurch and Edgeware Roads. |
| Has any consultation been undertaken for this proposal? | yes |
| What were the outcomes of the consultations? | The Portsmouth City council Corporate Communications Team carried a survey, going door to door in October 2022. This survey received a total of 112 responses, out of approximately 178 households, representing a response rate of circa 63%. |
| Has anything changed because of the consultation? | no |
| Did this inform your proposal? | yes |
| Please provide details | The preferred option from informal consultation was implemented under an ETRO to allow residents to trial the new measures. |

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

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

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

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

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

| | |
|--|---|
| Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts? | By providing one-way streets in the neighbourhood, residents will be able to drive more freely in either direction as vehicles will not have to stop and allow oncoming vehicles to pass; potentially reducing journey times. Contraflow cycling will be permitted i to ensure that the scheme still complements the Portsmouth Transport Strategy objective of promoting walking, cycling and a people centred transport network |
| How are you going to measure/check the impact of your proposal? | This will be measured through a speed survey and a count of the number of cyclists. |

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

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

Carbon emissions - will it reduce carbon emissions?

| | |
|--|---|
| Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts? | Reducing idling time as cars do not have to wait for oncoming traffic to pass may reduce motor vehicle emissions. There is a risk that converting the roads to one way will increase the total number of vehicles using the roads so this may negate any benefit of the reduction in idling time. |
| How are you going to measure/check the impact of your proposal? | This can be measured using vehicle traffic counting. |

Energy use - will it reduce energy use?

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

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

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

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

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

Air quality - will it improve air quality?

| | |
|---|--|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>In the immediate area, air pollution may be reduced by cars stopping less as they will not have to give way to oncoming vehicles.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>Review annual status report of air quality.</p> |

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

| | |
|---|--|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>Motorists will benefit from a reduced chance of minor, slow moving, collisions because they will no longer have to give way to oncoming motor vehicles. However, without the risk of encountering oncoming motor traffic, drivers are likely to increase their speed. This could lead to more dangerous high impact collisions with other motor vehicles, pedestrians and cyclists.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>Ongoing monitoring of traffic speeds.</p> |

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

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

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

| | |
|---|--|
| <p>This section is not applicable to my policy</p> | <p><input checked="" type="checkbox"/> Page 26</p> |
|---|--|

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

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

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

| | |
|---|--|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>Large courier firms, taxi companies and out of city businesses could benefit from improved through flow through the neighbourhood when making deliveries to these roads</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>Vehicle count</p> |

Social value

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

Involvement

| | |
|---|--------------------|
| <p>Who was involved in the Integrated impact assessment?</p> | <p>Liam Norman</p> |
| <p>Name of the person completing this form</p> | <p>Liam Norman</p> |
| <p>Date of completion</p> | <p>2023-12-04</p> |

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Agenda Item 7



Portsmouth
CITY COUNCIL

| | |
|-------------------------------|--|
| Title of meeting: | Cabinet Member for Transport Decision Meeting |
| Date of meeting: | 13 December 2023 |
| Subject: | The Hard Pavement Replacement |
| Report by: | Kerri Farnsworth, Interim Director of Regeneration |
| Report Author: | Barnaby Fry, Principal Project Manager |
| Wards affected: | Charles Dickens |
| Key decision: | No |
| Full Council decision: | No |

1. Purpose of report

- 1.1. To agree to enter into a design and build contract to replace the pavement at the Hard interchange bus apron.

2. Recommendations

It is recommended that the Cabinet Member for Transport approves:

- 1.2. **The appointment of Mildren Construction Ltd to undertake the design and build pavement replacement at the bus apron.**
- 1.3. **That this appointment is to take place in advance of the conclusion of the ongoing legal process. There is a risk that further delay in the pavement replacement could result in an unplanned substantial failure which will lead to vehicles not being able to access the bus apron.**

2. Background

- 2.1. The Hard bus interchange and accompanying apron was originally constructed in the 1970s.



- 2.2. This sits on a sub-structure that is piled into the seabed. The sub-structure comprises a network of piles, upon which rest a number of reinforced beams and slabs.
- 2.3. The condition of the bus apron has deteriorated following opening of the new bus station. This has led to cracking of the surface, which, if left unattended will mean that the buses will no longer be able to continue using the interchange.
- 2.4. To temporarily prolong the life of the pavement, regular "topping up" of the cracks and potholes takes place every few weeks. Whilst every few months, a deeper "intervention" is required, where the pavement is excavated to a greater depth, and new material put in place. These interventions are required on an increasingly more regular basis and are currently costing around £150,000 per year.

Procurement process

- 2.5. The Council went out to tender in early 2023 via Hampshire County Council's Gen 4.2 framework to replace the pavement of the bus apron and two service roads, Hertha Ayrton Way (HAW) and Millennium Way (MW). A preferred contractor, Mildren Construction Ltd. (Mildren) was identified in summer 2023.
- 2.6. Following this, a period of scope review took place. Ramboll consultants, Mildren and the Council's project team took the opportunity to reevaluate the scope. While the bus apron pavement is failing, HAW and MW only have superficial defects and do not require full replacement at this stage. This resulted in de-scoping the works to focus on just the bus apron, rather than HAW and MW.
- 2.7. By focusing on just the bus apron, this minimises passenger and interchange user disruption by having a construction program of total bus apron closure of around four months.
- 2.8. Prior to entering into contract, procurement Gateway C will need approval, as per the Council's Contract Procedure Rules.

Contract outputs

- 2.9. An outline design has been prepared by Ramboll. The design proposes removing approximately 490mm of pavement on top of the structure down to the waterproof layer.

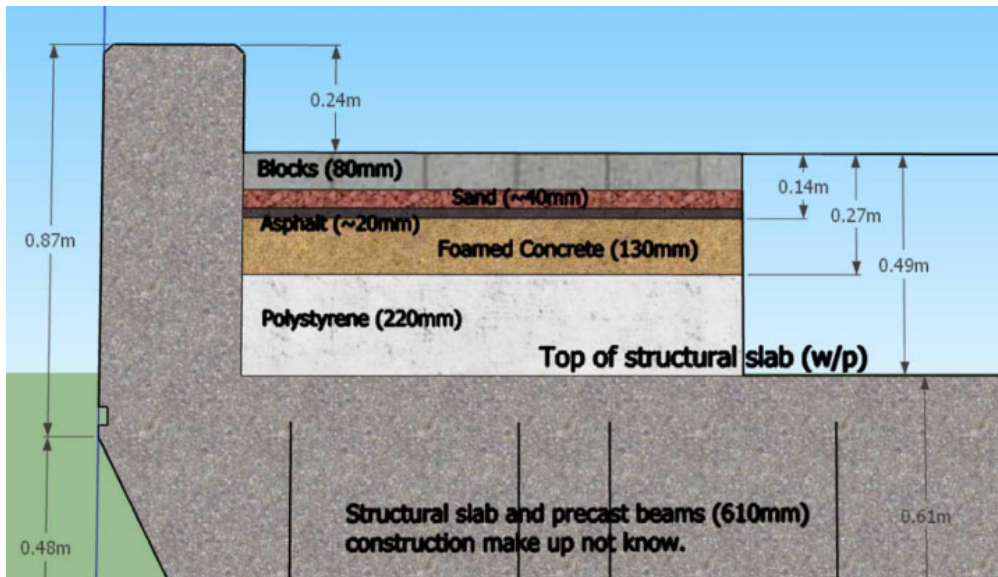
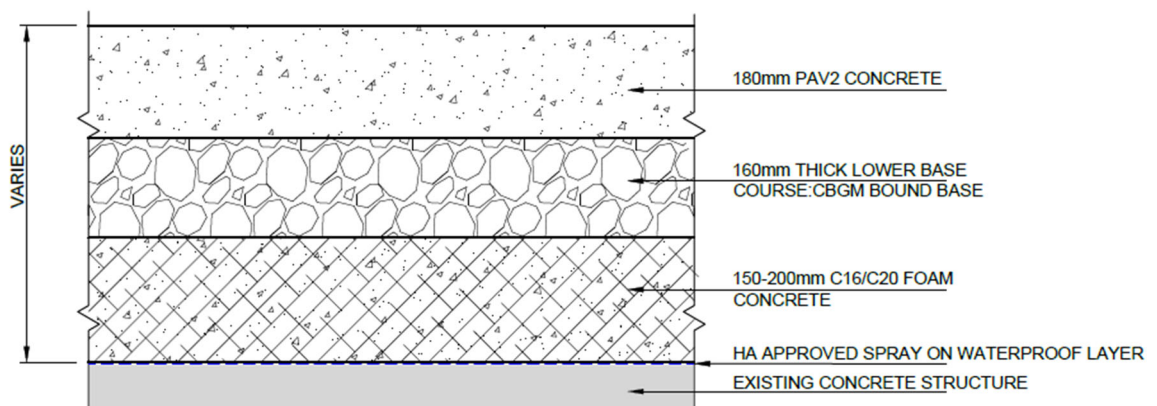


Figure 1 - Existing bus apron pavement to be removed (image produced based on Trial Holes investigation)

- 2.10. The proposed reinstatement pavement is composed of concrete, Cement Bound Granular Mixture (CBGM) and foam concrete as illustrate in figure 2 below.



**PT2- RIGID PAVEMENT CONSTRUCTION WITH
FOAM CONCRETE FILL**

SCALE 1:10

Figure 2 - Proposed Layer Composition (image from Tender Submission)

- 2.11. Once appointed, Mildren will develop this into a detailed design, and if acceptable, will be instructed to enter into the build stage of the contract.



Impact on transport network

- 2.12. During construction works, the bus apron and taxi rank will be closed. The bus terminal itself will remain operational, along with the associated concessions and toilet facilities.
- 2.13. HAW and MW will remain open to allow pedestrian and service access to the bus terminal, in addition to the usual access for Network Rail, Gosport Ferry and IoW catamaran.
- 2.14. During the apron closure, provision for buses will be made along the B2154 (The Hard), with a layover area at George Square and Queens Street (similar to the arrangements that were made in 2016/17). In addition, taxis will be relocated to College Street.
- 2.15. A temporary pedestrian crossing will be installed adjacent to the junction with College Street. There will also be a dedicated transport liaison officer present on-site throughout the construction process, offering guidance and assistance to passengers.
- 2.16. The advisory southbound cycle lane will be closed for the duration of the works due to the required relocation of bus stops. The northbound cycle lane may potentially remain open during the construction, pending a thorough risk assessment as part of the detailed design stage.
- 2.17. An alternative option of partial closure of the bus apron to keep some operational capability, was explored. Feedback from stakeholders, especially bus operators, raised concerns regarding feasibility, efficiency, cost, and potential passenger disruption. In addition, this option would have increased the programme and therefore the cost of the works. Consequently, the recommended full closure strategy was endorsed as the most pragmatic means to achieve the project's objectives.
- 2.18. The project team liaised with the network management team to evaluate how the proposed works would affect the network. It is expected that the ongoing SEHRT works at Unicorn Junction will be taking place during the designated construction stage, though it is not expected to have any detrimental impact on the network around the Hard area.



Headline programme

- 2.19. The following are the key activities and likely dates (to be confirmed at tender award):

Jan 24 - contract award
Jan to Mar 24 - detailed design
Mar to April 24 - acceptance of design

The schedule above is indicative and will be confirmed with the contractor and key stakeholders upon signature of the contract and conclusion of the operational plan. The construction date will be confirmed once the detailed design is complete, though is expected to take place in the latter half of 2024.

4. Reasons for recommendations

- 4.1 The primary reason for recommending the replacement of the pavement at the Hard interchange bus apron is the imminent risk of significant failure leading to the need to stop buses driving on the apron itself.
- 4.2 The consequences of a pavement failure would necessitate the complete closure of the interchange, leading to disruptions in traffic flow, passenger access, and commercial activities. The impacts could extend well beyond the transportation domain, posing a threat to the local economy and quality of life for residents and businesses.
- 4.3 Currently, the annual repair costs are approximately £150,000, accompanied by associated disruptions. Taking timely action is imperative to mitigate the potential for more severe consequences.

5. Integrated impact assessment

- 5.1 The IIA for construction was carried out to outline the potential effects and benefits associated with this construction (see Appendix A). In addition, a draft operational plan has been produced that details how the temporary operational arrangements will be implemented during the construction stage. As the detailed design progresses, the operational plan will be subject to further consultation and will be developed to a final plan.



- 5.2 The process of preliminary consultation has started involving engagements with key stakeholders such as bus operators, taxi services and micro mobility. Consultation with cycling groups is also planned.
- 6. Comms and Engagement overview - Lara Tollast, Marketing and Communications Officer**
- 6.1 A communications and engagement plan has been developed and will be modified as the design and works progress. This includes engaging with key stakeholders by door knocking and distribution of information letters.
- 6.2 A webpage will be developed, which will provide simplistic and easily digestible information for members of the public and other stakeholders.
- 6.3 Throughout the works, regular email updates, media releases and social media posts will keep stakeholders informed of progress.
- 6.4 In the event of particular works that could have a detrimental impact on local stakeholders (e.g. night works), targeted impact letters will be distributed.

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

Appendices:
Appendix A: Integrated Impact Assessment
Appendix B: Exempt

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:

Cabinet Member for Transport

Appendix A: Integrated Impact Assessment

| | |
|------------------|------------------------------|
| Form name | Integrated Impact Assessment |
| Reference | IA558082518 |
| Date | 09/11/2023 |



Policy details

| | |
|--|---|
| Request date | 09/11/2023 17:28 |
| Directorate | PCC Regeneration |
| Service | Infrastructure |
| Title of policy, service, function | Project: The hard Pavement Replacement |
| Type of policy, service, function | New |
| What is the aim of your policy, service, function, project or strategy? | the aim of the project is to replace the defective pavement of the bus apron. |
| Has any consultation been undertaken for this proposal? | yes |
| What were the outcomes of the consultations? | internal consultation with seniors users. The outcome of the consultation is overall support of the project. |
| Has anything changed because of the consultation? | yes |
| Please provide details | yes, the operational plan changed to accommodate concerns related to temporary arrangement during the closure of the bus apron. |
| Did this inform your proposal? | yes |
| Please provide details | Taxi's location was adjusted to address consultation outputs |

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

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

Crime - Will it make our city safer?

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

Housing - will it provide good quality homes?

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

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

| | |
|--|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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Income deprivation and poverty - will it consider income deprivation and reduce poverty?

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

Carbon emissions - will it reduce carbon emissions?

| | |
|---|---|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>The scope of the works was reduce to be limited to the bus apron only. Also the complete replacement of the pavement will reduce the carbon emissions related to the pavement patch repairs required to maintain the apron open.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>volume of excavation avoided and disposal o inert material.</p> |

Energy use - will it reduce energy use?

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

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

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

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

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

Air quality - will it improve air quality?

| | |
|---|--|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>The pavement replacement will mean that the bus services will remain reliable thus avoiding the use of private cars aiding the air quality.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>number of trips using private cars.</p> |

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

| | |
|---|---|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>The pavement replacement will mean that the bus services will remain reliable thus avoiding the use of private cars.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>Reliability on public transports.</p> |

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

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

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

| | |
|---|--|
| <p>This section is not applicable to my policy</p> | <p><input checked="" type="checkbox"/> Page 40</p> |
|---|--|

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

| | |
|---|---|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>the project will support the local economy and local employment.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>n/a</p> |

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

| | |
|---|---|
| <p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p> | <p>The Hard is vital for the tourism and local economy as transport hub. the project will ensure that it remains operational serving the community.</p> |
| <p>How are you going to measure/check the impact of your proposal?</p> | <p>number of trips remains unaffected.</p> |

Social value

| | |
|--|---|
| <p>Please explain how your policy, service, function, project or strategy delivers Social Value</p> | <p>Social value to the project is imbedded in the contractor's proposal. It include STEMS presentations at local schools.</p> |
|--|---|

Involvement

| | |
|--|------------------------|
| Who was involved in the Integrated impact assessment? | Senior Project Manager |
| Name of the person completing this form | Myrka Freua |
| Date of completion | 2023-11-09 |