

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 10 March 2016

Subject: Wymering Road & Portchester Road One-Way - Results of Public Notice

Report by: Director of Transport Environment & Business Support

Wards affected: Copnor Ward

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the response to the public notice regarding the proposals to implement a one-way system within Wymering Road and Portchester Road.

2. Recommendations

- 2.1 That the proposed one-way scheme is implemented to the proposed Option 2, i.e., Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound.

3. Background

- 3.1 Following the Traffic and Transportation Meeting on 17th December 2015 it was agreed by the Portfolio Holder that a Public Notice would be raised and advertised to seek comments from residents within the City regarding the one-way proposals;
- 3.2 A Public notice detailing the resident's preferred option was advertised in the local press on 12 January 2016 and with on-street notices attached to lamp columns in the identified streets. The closing date for letters of objection and support was 02nd February 2016;
- 3.3 In response to the Public notice, one letter of named representation was received during the statutory consultation period. The table below summaries the response in relation to the advertised Public Notice:-

Originator	Objection/Support	Officer Comments
Resident of Farlington Road	<p>Objects to the scheme and raises the following points:</p> <ul style="list-style-type: none"> - Does not agree with cycles being exempt from the order. One-way means one-way; - Does not support the scheme if this means there will be a loss of on-street parking spaces. 	<ul style="list-style-type: none"> - The City Council look to implement contraflow cycling measures within all one-way systems considered for implementation. One-way streets result in journeys by cycle becoming longer and more hazardous, increasing the number of junctions to negotiate. Introducing contraflow cycling allows cyclists to travel in both directions. The advisory cycle lanes highlight to motorists the need to anticipate cyclists travelling in the contraflow direction; - The on-street parking will be retained and there will be no loss or reduction of spaces in the area. Where the existing parking restrictions are currently located at both the eastern and western ends of the roads, advisory cycle lanes will be provided to indicate cyclists are permitted to travel in either direction within the area.

4. Reasons for recommendations

- 4.1 Providing a one-way scheme within the area satisfies 86% of residents who voted in favour of a change during the postal consultation undertaken within the area during December 2014;
- 4.2 The one-way proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life;
- 4.3 The combination of a 20mph speed limit and the use of one-way roads will seek to increase road safety through reduced speeds and better traffic flow with the

removal of vehicle conflict. In turn this will improve the habitability of the area for residents and provide a safer environment for all road users.

5. Equality impact assessment

- 5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

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 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

- 6.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.

- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

- 6.6 Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.

6.7 The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been made. The notice of making the order must include the reasons why the objection was rejected.

7. Director of Finance's comments

7.1 The proposed Wymering Road and Portchester Road One Way traffic scheme will cost in the region of £52,000, which includes the on-going maintenance cost. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the capital programme.

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Signed by: Alan Cufley
Director of Transport, Environment and Business Support

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

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Signed by: **Councillor Ellcome**
Cabinet Member for Traffic & Transportation