

Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting

Date of meeting: 13 March 2018

Subject: Lyndhurst Road and Crofton Road One-Way System

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Copnor

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider responses to the published TRO 08/2018 in respect of a one-way system (except cycles) on Lyndhurst Road (northbound) and Crofton Road (southbound) between the junctions with Stubbington Avenue and Kirby Road.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
- (1) approves the no-entry (except cycles) from Kirby Road southbound into Lyndhurst Road and from Stubbington Avenue northbound into Crofton Road with TRO 08/2018 Section A (Appendix 1).
- (2) approves the implementation of one-way traffic (except cycles) in Crofton Road (southbound) and Lyndhurst Road (northbound) within TRO 08/2018 Section B (Appendix 1) to establish the one-way system.
- (3) approves the reduction of prohibition of waiting (double yellow lines) at the one-way system entry points Kirby Road, Lyndhurst Road and Stubbington Road within TRO 08/2018 Section C (Appendix 1).

3. Background

- 3.1. Following requests from the Lyndhurst Junior and College Park Infant School communities regarding the congestion faced outside the school at drop off and pick up times an informal consultation followed by a TRO consultation was undertaken with residents on the introduction of a one-way system.
- 3.2. The existing accessibility within Crofton Road and Lyndhurst Road is hindered by narrow carriageway width (Lyndhurst Road is 7m and Crofton is Road 6.7m) with parking on both sides apart from during(the school zig markings. At peak

school times the zig zag lines (which are there to provide a clear place to cross) are used for traffic to stack and give way to oncoming vehicles. When capacity is reached, vehicles routinely stack across the junctions with Kirby Road and Stubbington Avenue which are both School Crossing Patrol sites.

- 3.3. There are direct road safety implications caused by the congestion. Incidents of road rage between parents and inappropriate driving practices such as use of the zig zag lines to undertake queuing traffic and fast reversing manoeuvres have been witnessed outside the schools.
- 3.4. Although reducing since 2012, child pedestrian casualties in Portsmouth remain a priority group for the delivery of improvements for safety and accessibility. During the five year period 2012 to 2016 there has been an average of 26 injury collisions per year (6 serious) in the City. Drivers failing to look, pedestrians failing to look and crossing from behind parked vehicles are the key contributory trends.
- 3.5. Ensuring school sites are clear of vehicles and providing good accessibility is key to ensuring maximum utilisation and benefit of the safety measures provided. Establishing the one-way system will prevent vehicles stacking within restricted areas and across junctions whilst maximising accessibility for road users.

4. Reasons for recommendations

- 4.1. Implementing the one-way system will prevent the localised congestion caused by parents accessing Lyndhurst Junior and College Park Infant.
- 4.2. The reduction in congestion will:
 - Reduce the risk of road traffic collisions by providing a clear places to cross
 - Increase pedestrian confidence in the infrastructure - potentially encouraging more walking to school
 - Improve air quality for residents
 - Improve accessibility for all road users
 - Increase parking provision by reducing the double yellow lines at the entry junctions
 - Improve driving practices and road discipline at peak times
- 4.3. Implementing the one-way system means traffic will not be required to pass oncoming traffic or give-way to approaching traffic from east and west at the entry points.

The change to one-way means parking provision can be safely increased at the sites detailed within TRO 08/2018 Section C (Appendix 1) by a total combined length of 14m.

5. Consultation

- 5.1 In addition to the publication and on street notices of TRO 08/2018, 90 households within the affected roads were sent letters in January 2018 to detail the proposed changes.

A total of 18 responses were received: 15 (83%) in support and 3 (17%) not in support of the one-way.

6. Equality Impact Assessment

- 6.1. The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled people and the scheme will improve accessibility for all road users, including those using wheelchairs and pushchairs.

7. Legal implications

- 7.1 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."

- 7.2 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.

- 7.3 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.

- 7.4 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.

- 7.5 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.

- 7.6 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.
- 7.7 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.
- 7.8 In selecting a contractor to carry out the works, the Council is required to undertake a procurement process in accordance with the City Council's Contract Procedure Rules, at Part 3A of the constitution. The Council is also required to comply with the Public Contracts Regulations 2015 and applicable EU law.

8. Director of Finance's comments

- 8.1. This project is under the umbrella of the Local Transport Plan - Safer Routes to School as approved at Full Council 14th February 2017 and the costs are within the 2017/18 detailed budget as approved by the Finance Director.

.....
 Signed by:
 Tristan Samuels
 Director of Regeneration

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
NIL	

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

Appendices:

- Appendix 1: TRO Notice 08/2018
- Appendix 2: Consultation responses
- Appendix 3: Plan of proposed design

Appendix 1: TRO Notice 08/2018

11 January 2018

THE PORTSMOUTH CITY COUNCIL (LYNDHURST ROAD AND CROFTON ROAD) (ONE WAY TRAFFIC AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.8) ORDER 2018

Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) NO ENTRY (EXCEPT CYCLES)

1. From Kirby Road southbound into Lyndhurst Road
2. From Stubbington Avenue northbound into Crofton Road

B) ONE-WAY TRAFFIC (EXCEPT CYCLES)

1. Crofton Road, North End

In a southbound direction between Kirby Road and Stubbington Avenue

2. Lyndhurst Road

In a northbound direction between Stubbington Avenue and Kirby Road

REDUCTION OF PROHIBITION OF WAITING (double yellow lines)

C)

1. Kirby Road

South side, a 1-metre reduction outside No. 98 Kirby Road

2. Lyndhurst Road

(a) East side, a 4-metre reduction alongside No.139 Stubbington Avenue

(b) West side, a 4-metre reduction alongside No.137 Stubbington Avenue

(c) Both sides, a 4-metre reduction alongside Nos.114 and 116 Kirby Road

3. Stubbington Avenue

North side, a 1-metre reduction outside Nos. 137 and 139

A copy of the draft Order, statement of reasons and a plan may be examined at the Civic Offices' main reception, Portsmouth during normal office hours. A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit www.portsmouth.gov.uk and search 'traffic regulation orders 2018'

Persons wishing either to object to or support these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or in writing to Nikki Musson, Transport Planning team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 8/2018** by **2 February 2018** - providing name, address and stating the grounds of objection or support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public.

Pam Turton, Assistant Director of Transport Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix 2: Consultation responses

Yes, I would support the one-way system	No, I would not support the one-way system	Comments
1		<p>With reference to your letter of the 11th inst. regarding the above named roads, please take this email as my wife's and own support for your department's proposal to implement a one way system on them. We have only recently moved into no. 98, which is situated on the intersection with 'Crofton Road' and we are most concerned at the chaotic traffic movement through it, particularly during school hours and consider your scheme will achieve all the aims as have been set out. Also most importantly agree with the comments relating to the health and physical safety of the children which of course are paramount</p> <p>Having moved from Widley where we resided for the past 42 years and both being drivers with our own vehicles have never experienced either the parking problems or traffic movements we have noted most residents of Kirby Road and parallel roads have to endure on a daily basis , albeit we ourselves are most fortunate to have both garaging combined with off street parking. It is quite clear by observation a comprehensive one way system for the whole area, would improve the driving/parking conditions for the residents and other motorists usage, besides making it much easier and safer for service vehicles such as for refuse collection .</p> <p>With reference to your letter of the 11th inst. regarding the above named roads, please take this email as my wife's and own support for your department's proposal to implement a one way system on them. We have only recently moved into no. 98, which is situated on the intersection with 'Crofton Road' and we are most concerned at the chaotic traffic movement through it, particularly during school hours and consider your scheme will achieve all the aims as have been set out. Also most importantly agree with the comments relating to the health and physical safety of the children which of course are paramount</p> <p>Having moved from Widley where we resided for the past 42 years and both being drivers with our own vehicles have never experienced either the parking problems or traffic movements we have noted most residents of Kirby Road and parallel roads have to endure on a daily basis , albeit we ourselves are most fortunate to have both garaging combined with off street parking. It is quite clear by observation a</p>

		comprehensive one way system for the whole area, would improve the driving/parking conditions for the residents and other motorists usage, besides making it much easier and safer for service vehicles such as for refuge collection .
1		<p>With all due respect making Lyndhurst and Crofton Roads a one way is a good idea but in my eyes doesn't go far enough! Mayfield school is an absolute nightmare when it's start and finish of school days, people parking on the corners quite often both corners of Kenyon Road of which I live at No.59.</p> <p>It would be a blessing if all roads from Kensington Road to Randolph were made one way too, perhaps even Mayfield and Kirby but I reckon I'm pushing my luck there. We have lived in Kenyon Road for 38 years and have noticed increasing amount of vehicular traffic, many picking pupils up from Mayfield School, the situation is getting worse as there is more year groups at Mayfield now. Also by making these two roads one way will increase traffic to Kenyon Road and maybe Randolph too, Kenyon Road's, road surface is already in a awful state and was told last year 20/07/2017 that our road is going to be done - still waiting.</p>
1		I'm writing to confirm my support of this scheme, it's very much needed as chaos every morning getting my son to school each morning.
1		<p>As a local resident I recently received your communication regarding the above. I had initially heard of the scheme through my daughters school, College Park Infants, around 12 months ago.</p> <p>I'd like to say that I fully support the initiative as something needs to be done to ease traffic management in this area.</p> <p>I would also like to suggest that in addition to what is proposed the wide sections of pavement highlighted in the attached map are brought back level with the rest of the pavement. There is no requirement for these sections, which I say as both a resident and pedestrian user for the school run. There is a major issue with drop offs blocking the road and this extra space could serve to ease congestion</p> <p>I would also suggest the single yellow line outside the church is removed, as is the restriction, again to ease congestion and flow in peak times.</p> <p>Lastly, although the lollipop men and women do a great job in getting everyone across the road they should be also trained in some traffic flow management. People can wait to cross roads (and as a 35 year old I genuinely do not require their services but often receive them when walking alone). This insistence to get people across instantly can on occasion have great impact on traffic and a more balanced or process driven approach would be appreciated by all.</p>

1		<p>As a resident I therefore know during the school run it is utter chaos. However this is also the same at other schools throughout the area. Your proposal in effect will create one big roundabout as cars won't be able to park and will continue to drive round the block.</p> <p>During the school rush I have not seen any enforcement officers present to deal with the vehicles that have illegally parked. There are unnecessary zig zags as there is no school gate anymore as a new kitchen was built at the school with the large gate being removed. So why do we still have zig zags? Therefore these must be unenforceable now. The road gets filled up with teachers parking their cars all day. Can we please introduce a residents parking only zone. Limited wait of 20 minutes.</p> <p>I would have thought that the majority of vehicle traffic entering Lyndhurst Road does so from Kirby Road heading south not the opposite. Residents will therefore be forced down Stubbington Avenue, possibly one of the worst roads in the city for getting clogged up due to vehicles parked both sides and on junctions etc. There are two lollipop men stood at the junction of Lyndhurst and Stubbington Avenue. Both stand blocking your sightline of the road.</p> <p>Therefore I would oppose the idea of a one way system. However introduce a residents parking scheme and you would have my full backing. By having Lyndhurst one way (north bound) you are therefore creating a cut through from Chichester Road to Mayfield Road. Make the one way south bound from Kirby to Stubbington you will cut out the amount of traffic using the road as a cut through. Please make Lyndhurst one way southbound if you go ahead with the plans. It won't work north bound.</p>
1		<p>I am all in favour of making the two roads one-way, it might cut down on the chaos twice a day on this corner. However, I do not understand the proposal to remove 4 metres of double yellow lines outside my house. This house has an integral garage with the drive on the corner. If you remove that length of double yellows I will not be able to get in and out of my garage. (There are problems with illegal parking halfway across my drive already).</p>
1		<p>I am pleased that a one-way system is being placed around Lyndhurst Middle School. However, I think it would be better if Crofton Road traffic was northbound and Lyndhurst Road southbound, with the addition of a no entry into Lyndhurst Road from Stubbington Avenue to Copythorn Road. This would prevent a rat-run as is present and make for improved road safety.</p>

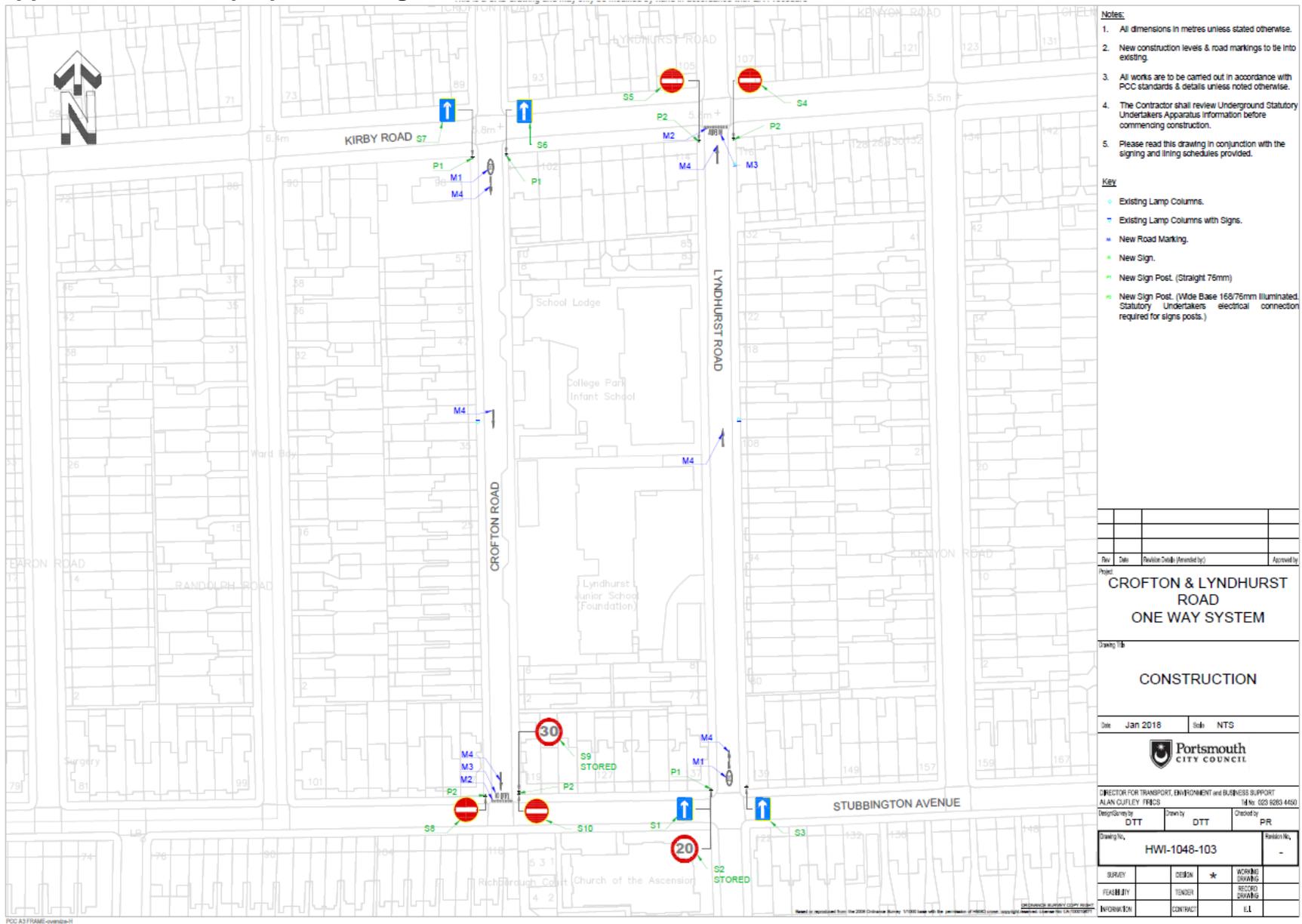
1		<p>I am a Governor at College Park Infant School and Lyndhurst Junior School. We have long lobbied the Police and the Council to do something about the congestion which arises in these roads, especially when the children are coming to or going from school. I was personally involved when the children made a representation when invited to the Mayor's parlour. The situation has not improved over the years, with more people bringing their children to school in cars, and it would be so much better if these two roads were made one way.</p> <p>We are delighted that this may now happen.</p>
1		<p>We are writing to support the proposal to make Crofton Rd and Lyndhurst one way roads. This sounds like a great idea for two very busy roads in Northend, Portsmouth.</p>
	1	<p>I object to the proposal.</p> <p>You are not solving the problem by operating a one-way system around the schools (although this may give possibly some small benefit). But your overall plan is flawed. Specifically, you are going to be adding to the problems by reducing the double yellow lines in Kirby Road, Lyndhurst Road, and Stubbington Avenue. In particular Stubbington Avenue is a nightmare to negotiate as you have already reduced the yellow lines allowing motorists to park almost up to the end of the adjacent road. Meaning that visibility is severely impaired when trying to exit any road leading onto Stubbington Avenue (and Kirby Road sometimes) and all you are going to do with this scheme is have traffic backed-up all the way along the proposed one-way roads preventing others from entering them, thereby further compounding the issues in surrounding roads like Kirby, Randolph etc.</p> <p>Do not reduce the yellow lines any more on any roads in this area. You will create a potential accident hazard and until you take a better look at doing something with traffic using Stubbington Avenue I cannot agree to this as you are not going to eliminate the issues causing congestion along the school roads no matter which direction you flow the traffic.</p> <p>P.S. Ever thought about removing the wider railed areas outside the schools and making these areas car "passing places" only (i.e. do not even allow local residents or school staff/contractors to use for parking between 08:00 and 17:00) ? Zig-zag lines and signs could be used to explain what they are.</p>

1		<p>I wanted to email to provide support for the proposed one way system to be put in place in Crofton Rd and Lyndhurst Rd between Stubbington Ave and Kirby Rd.</p> <p>Whilst this is a good idea as a minimum action, I would also like to point out that it does nothing to detract from the dire parking availability that will continue after the works are completed especially as you are encouraging ever more cars to park by removing yellow lines</p> <p>I do have an option I would like you to consider</p> <p>Firstly, you should introduce a Residents only parking scheme for the area with restrictions (wholly enforced) between the hours of 8am and 9.30 am and again from 14.45 to 17.00 to restrict car usage by parents and encourage more children and parents to walk to/from school - when operated in other cities this has proven to be effective in reducing car use and has improved driving practices - at times we have "parents/carers" parked in their cars from about 2.00 waiting for their child with engines running and this restricts the use of these spaces by the residents of the street.</p> <p>Another more radical option for residents would be for bays to be painted on the road to encourage sensible parking by residents</p> <p>By considering this option you will have less cars in the street where they can become an obstacle to other drivers, reduce the carbon footprint within the area and will encourage a healthier population of the area.</p> <p>I feel a one way system is only a "sticking plaster" to the more serious problems encountered by too much car use around the school, and you must do more to deter parents from jumping in their car to deliver/collect their children (especially as some live in the nearby streets but still use the car to do the "school run" out of laziness and habit - it would be quicker to walk).</p>
1		<p>Good afternoon, I would like to offer my full support for the new one proposed one way system in Crofton Road and Lyndhurst Road. The congestion down these roads is extremely unpleasant at peak times and on many occasions I have witnessed some very poor driving practices and aggressive behaviour.</p> <p>The only concern I would like to raise, is that from my past experience of living in a one way street, traffic often drives faster. I presume this is because people know that traffic will not come from the other direction. So I really think some sort of traffic calming measure would be a very good idea also.</p>
1		<p>I have recieved a letter regarding the one way system for crofton road and lyndhurst road. I fully support this and has been a long time coming. My only concern is people speeding down the road, are you also proposing speed bumps to be put in place?</p>
1		<p>I wish to express my support of the proposed one way system between Kirby Road and Stubbington Avenue via Crofton Road and Lyndhurst Road as in the reference number in the subject line.</p>

1		<p>I strongly support the proposed one way system on crofton and Lyndhurst Road and know many other parents do as this area is very congested in peak School times.</p> <p>May I also suggest double red lines on the corners off the roads in the vicinity off these schools as people parking on them causes real issues as there are no passing places</p>
1		<p>We are in total favour of this one way system ,we have been campaigning for this Many times over the past 40 years and is well overdue.</p> <p>If anyone of your staff lived where we are you would welcome this with open arms.</p>
	1	<p>Having seen your notice on the lamppost in Lyndhurst Road North End Portsmouth PO2 0LA – we have tried to look on line at the plan of this and couldn't find it – certain questions arise;</p> <ol style="list-style-type: none"> 1. what has made you decide that we need a one way system? 2. Is this just in the one section of Lyndhurst Road by the school? 3. We think if we read the poster correctly, you are extending the yellow lines by house numbers 137 & 139, losing x 2 parking spaces when we are already searching for spaces! This would be the same in Kirby Road which will cause more parking problems! 4. If we read it right, you want a one way system for cars & lorries, and yet you seem to say that bicycles can go against the flow of traffic? Surely this is asking for trouble (even though a lot of them ride along the pavements anyway) 5. Is all of this generated on the wishes of the school which causes no end of trouble with many things. Is this just because parents in cars cause mayhem because they are too lazy to walk their kids to school? <p>One way systems can be good but if it is just for this one section of Lyndhurst Road, we feel this is a waste of time and money!</p> <p>As you can see having read the notice on the lamppost we sent the email below, this morning we have received a letter stating reasons for said changes, your aims of the scheme are to reduce the traffic at peak times to improve air quality, our thoughts are you will have the same number of cars going one way also we have parents sitting outside for up to 1 hour before pick up time and this time of the year with their engines running, so how is having people going one way going to stop this?</p> <p>As we have said before we find it dangerous that bicycles would be allowed to go the opposite way in a one way street. Lastly we feel all this time and money is for 30 minutes at each end of the school day because people are too lazy to walk and pick up their kids and we the residents of this road have to put up with it!</p>

		Deal with the inconsiderate car drivers instead of causing problems for the residents every day!
1		I am writing in support of TRO 8/2018 to make Lyndhurst Road and Crofton Road one-way
15	3	Totals

Appendix 3: Plan of proposed design



- Notes:**
1. All dimensions in metres unless stated otherwise.
 2. New construction levels & road markings to tie into existing.
 3. All works are to be carried out in accordance with POC standards & details unless noted otherwise.
 4. The Contractor shall review Underground Statutory Undertakers Apparatus information before commencing construction.
 5. Please read this drawing in conjunction with the signing and lining schedules provided.

- Key**
- Existing Lamp Columns.
 - Existing Lamp Columns with Signs.
 - New Road Marking.
 - New Sign.
 - New Sign Post. (Straight 75mm)
 - New Sign Post. (Wide Base 168/75mm Illuminated. Statutory Undertakers electrical connection required for signs posts.)

Rev.	Date	Revision Description (Entered by)	Approved by
Project CROFTON & LYNDHURST ROAD ONE WAY SYSTEM			
Drawing Title CONSTRUCTION			
Date	Jan 2018	Scale	NTS
 Portsmouth CITY COUNCIL			
DIRECTOR FOR TRANSPORT, ENVIRONMENT AND BUSINESS SUPPORT ALAN CUTLEY FRICS Tel No. 023 9283 4650			
Design/Drawn by	DTT	Drawn by	DTT
Checked by	PR	Revision No.	-
Drawing No. HWI-1048-103			
SURVEY	DESIGN	★	WORKING DRAWING
FEASIBILITY	TENDER		RECORD DRAWING
INFORMATION	CONTRACT		E.L.