

Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting: 12th July 2018
Subject: Magdalen Road Crossing Improvements: TRO: 14/2018
Report by: Tristan Samuels, Director of Regeneration
Wards affected: Hilsea
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1. To consider responses to the published TRO 14/2018 in respect of a footway extension at the junction of Magdalen Road with Northern Parade and a restriction of parking provision on the southern side and an increase of parking provision on the northern side.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
- (1) approves the footway extension on the northern side of Magdalen Road junction with Northern Parade within TRO 14/2018 Section A (Appendix 1).
 - (2) approves the 9m reduction of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the north side opposite house No.105 within TRO 14/2018 Section B (Appendix 1).
 - (3) approves the 9m of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the south side outside house Nos.109 and 107 within TRO 14/2018 Section C (Appendix 1).

3. Background

- 3.1. Following requests from the Northern Parade Primary School community and Local Ward Members outlining the difficulties faced by pedestrians crossing Magdalen Road at the junction with Northern Parade an informal consultation followed by a TRO consultation was undertaken with residents on the introduction of crossing point improvements.

- 3.2. The existing junction between Northern Parade and Magdalen Road presents a large area of carriageway for pedestrians to cross. The layout provides traffic the opportunity to enter Magdalen Road at relatively high speed.
- 3.3. There are direct road safety implications caused by the junction layout. Pedestrians are required to cross a wide carriageway with an approach from an arterial road (Northern Parade). The length of time required to cross makes it difficult to find an opportunity clear of traffic approaching from Northern Parade..
- 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 routes are clear of parked vehicles to provide good visibility is key to maximising the benefits of the safety measures provided. Establishing the wider pavement will improve the view for pedestrians crossing and slow down vehicles approaching from Northern Parade.

4. Consultation

- 4.1 In addition to the publication and on street notices of TRO 14/2018, 127 households within the affected roads were sent letters in January 2018 to detail the proposed changes.
- 4.2 A total of 6 responses were received: 4 (67%) in support and 2 (33%) not in support of the crossing improvement.
- 4.3 One of the two objections referenced a loss of parking as the reason. The scheme does not reduce parking within Magdalen Road.

5. Reasons for recommendations

- 5.1. Implementing the widened pavement on the northern side will create an improved crossing point for pedestrians and wheelchair users. This will narrow the carriageway and slow down vehicles entering Magdalen Rd.
- 5.2. The improved crossing point will:
- Reduce the risk of road traffic collisions by providing a clear place to cross
 - Increase pedestrian confidence in the infrastructure - potentially encouraging more walking to school
 - Improve accessibility for all pedestrians
 - Slow traffic entering Magdalen Road

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.

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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

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Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic and Transportation

Appendices:

- Appendix 1: TRO Notice 14/2018
Appendix 2: Consultation responses
Appendix 3: Plan of proposed design

Appendix 1: TRO Notice 14/2018

THE PORTSMOUTH CITY COUNCIL (MAGDALEN ROAD) (FOOTWAY ALTERATIONS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.14) ORDER 2018

25 January 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 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

A) FOOTWAY EXTENSION (TO REDUCE ROAD CROSSING WIDTH FOR PEDESTRIANS)

1. Magdalen Road

North side, the junction of Magdalen Road and Northern Parade, opposite Nos. 107 and 109

B) REDUCTION OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1. Magdalen Road

North side, a 9m length opposite No.105

C) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1. Magdalen Road

South side, a 9m extension outside Nos. 109 and 107

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. A copy of the draft order, a plan and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to support or object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 14/2018** by **16 February 2018** stating the grounds of support or objection.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation 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 school crossing improvements	No, I would not support school crossing improvements	Comments
	1	<p>I thoroughly object to the proposed plan.</p> <p>The chief reasons this junction is so dangerous is that traffic can sweep across Northern Parade at considerable speed from the southern approach and that traffic can swing around from the Northern approach virtually blind. I have seen recently a PC world Knowledge team delivery lorry go on two wheels from the south terrifying the older passenger, I would estimate it was traveling at close to 50MPH.</p> <p>Since the totally ridiculous introduction of an eastern direction One way system Taxi's have used our road as a high speed cut through to the east of the city often tearing don the road above 45 mph and higher. The most appalling part of the decision to make the road east bound apart from providing a high speed cut through is that egress from Magdalen Road on to London Road is totally blind and total guess work to exit is required. I have my self have been a passenger when a cyclist was nearly seriously dismounted in front of a bus. Many other occasions have taught me this is one of the most dangerous ill considered situations ever delivered by the city traffic team. I urge you to actually try this eastern exist from the road to see how extremely dangerous it is. Further the distance of the yellow lines from the exit have never been adjusted to increase the view of the oncoming traffic. The solution has always been in mind to use the Meredith Road as the eastbound access and change Magdalen to the west bound route.</p> <p>The best solutions for the HWI - 1046 project are as follows.</p> <p>1. Cheapest and most effective for all safety options including pedestrian crossing. Make Meredith Road east bound and Magdalen Road west bound. Markings do not need to change road signage simply needs rotating. Cars exiting Magdalen will be slowed to exit so the width issue is removed. Add school exit type railings at the rounded corners of the pavement encouraging the pedestrians to move inside the road to move to a narrower</p>

		<p>point and the problems for all are resolved using Merith Road as the exit to the east of the city also allows far better vision of the traffic on London Road.</p> <p>2 Second most effective solution. If 1 is not considered, the points regarding the speed into Magdalen Road needs to be seriously understood due to the sweeping nature of the entrance way. Changing the kerb profile is only addressing the northern approach to the junction speed. You must instead consider creating a reflective bollarded and signed island in the middle of the road entrance thereby creating a mid point for Pedestrians and also choking the access to the road from the high speed southern approach thereby slowing this traffic and potentially protecting the speed for the entirety of the road. You still need to create a larger distance of yellow lines and remove parking in London Road to increase the safety there.</p> <p>3. Remain with your current plan but also create a narrow projection from the south side of the road to choke the speed of cars entering from the south. Again you need to consider the use or guiding railings to steer pedestrians further inside the road to a narrower part for ease of crossing.</p> <p>At no pint should you remove any parking unless you plan to give waiver to parking fines for the residents as we are already 30 - 40 cars over subscribed for the road, I must have now paid 20 fines since living in this road over a 14 year period.</p> <p>If you want to discuss reply to let me know. If there are any places on a committee to help with your planning then please consider me as I do have ideas and solutions backed with considerable research to evaluate out comes and predict ideal various solutions.</p>
1		<p>I am a resident of Magdalen Road and received your letter and fully agree with the proposal to narrow and more so the slowing down of cars entering into the road but feel the proposal, if possible, would be better on the other (South) side as from my own experience entering Magdalen Road from the Hilsea side you are naturally forced to slowly enter due to the angle but there is limited visibility if someone was crossing the road just inside. From what I have witnessed it's the cars entering from the South/Tipner side that cut the corner and enter too quickly and this proposal wouldn't stop this. If the entrance was more of a right angle you would be forced to slowly enter and achieve the safer crossing; however this will add the problem of the garage access on this side. Would a raised crossing/ speed bump just inside the entrance achieve the result.</p>



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1		<p>As residents affected by these improvements, we are delighted that this is going ahead. Living at the top of this road we witness too often the dangers young mums and small children are exposed to. We regularly see cars turning into the road (at speed) whilst parents are walking children to and from school - if things stay the same it will be just a matter of time before there is a fatal accident at this junction. We have witnessed and been involved with ourselves, some very near misses.</p> <p>I work from home and overlook the junction all day. Not only is it an extremely wide opening for pushchairs, wheelchairs and the elderly to cross, cars use the wide opening as a means to turn around in the mouth of the one-way road and more recently we have seen an increasing number of cars ignoring the no left turn sign and turning left into Magdalen Road from Hartley Road, travelling the wrong way up Magdalen in order to turn out of the road. With limited parking spaces in the road this has led to some aggressive behaviour and driving. Perhaps the signage at Hartley Road / Magdalen Road could also be revisited? We are also interested to see if this reduces the speed with which cars travel down Magdalen Road – as this has become another concern as vehicles (including large lorries) use the road as a short cut to London Road – this has also significantly increased the sheer volume of vehicles using Magdalen Road.</p> <p>Whilst the loss of parking spaces is a concern – this is of very little significance in order to provide a safer route for pedestrians.</p> <p>We fully support this proposal and look forward to the improvements. Please do not hesitate to contact us if you would like to discuss further.</p>
1		<p>Thank you for the letter informing of the proposal to widen the pavement on the northern side of Magdalen Road to assist pedestrians.</p> <p>My husband and I live at ----- and we both support the improvement proposal.</p>
	1	<p>Further to a recent letter concerning the above I wish to object to your proposals due to the fact that as parking is at a premium as it is we cannot afford to lose another 2 parking spaces. Unless your goodselves and Portsmouth city council in general decide to change the regulations regarding the measurements for having a dropped kerb in which case the owner's can then park outside their own properties and not push the traffic further down the road.</p>



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I am in full support of the proposal for the aims stated.

I had submitted this an option when the road was made one way due to the anticipated increased speed.

Thankyou this is needed.

1

4

2

Totals

