

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting  
**Date of meeting:** 27 January 2022  
**Subject:** TRO 119/2021 Mayfield School waiting restrictions (Mayfield School build out scheme, LTP Safer Routes to School 20/21)  
**Report by:**  
**Wards affected:** Copnor  
**Key decision:** Yes  
**Full Council decision:** No

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**1. Purpose of report**

**1.1** To consider the public response to the proposed waiting restrictions on Mayfield Road, which will facilitate an improved crossing facility for the new school entrance.

In this report, TRO means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 119/2021  
Appendix B: Public views submitted  
Appendix C: Confirmation of communications approach

**2. Recommendations**

**2.1 That the proposed waiting restrictions are introduced to the south side of Mayfield Road as proposed under TRO 119/2021**

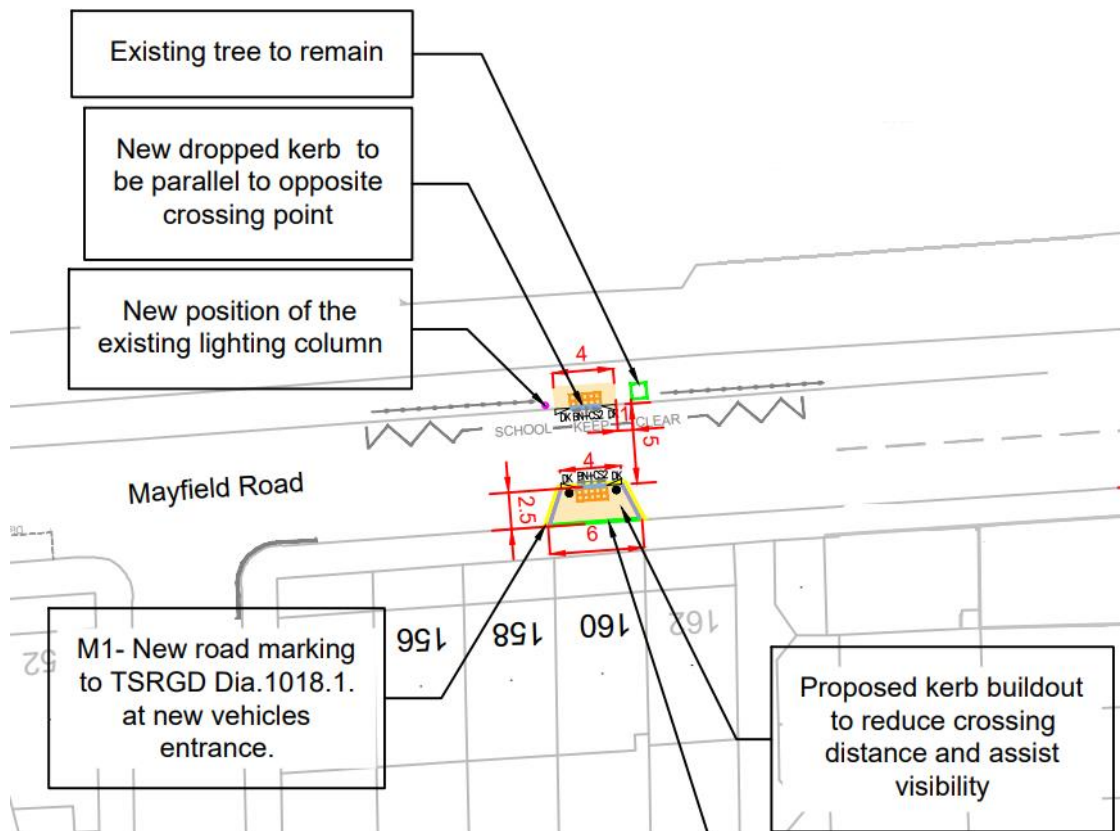
**3. Background**

**3.1** The aims of the Portsmouth City Council road safety program are as follows:

- To reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data
- To reduce the number of casualties resulting from accidents
- To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging sustainable and active modes
- To support and contribute to the objectives outlined in LTP4

The environment around Mayfield School has a complex variety of issues including unsafe parking near the junction, poor sight lines for pedestrians, extensive building works and a newly established new entrance. The change

in layout of the school in 2021 and resultant changes in desire lines for students accessing the site require intervention to provide a safer area to cross the road. TRO 119/2021 supports the construction of a build out in line with no.160 Mayfield Road. These build outs will shorten the distance required for pedestrians to cross to the new school entrance, improve sight lines for those crossing and reduce the width of the carriageway at this location, reducing the speeds of motorised traffic. The new 'school keep clear' markings will ensure that visibility and space for students around the new entrance is retained.



**3.2** Supporting students who walk to school contributes to the objectives outlined in LTP 4- it is important that students and parents have confidence in the walking environment around the school in order to continue travelling to the site sustainably. A legible and safe walking environment will also encourage new students and their parents to consider walking as their primary method of travelling to school, rather than contributing to the considerable number of private car drop offs and on street parking in the area.

**3.3** Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.

#### 4. Consultation and notification

- 4.1 Statutory 21-day consultation and notification under TRO 119/2021 took place 23 October to 13 November 2021.
- 4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representation received in response to the proposed change on Mayfield Road. Further details on the steps taken to communicate the order can be found in Appendix C.
- 4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to any adjacent residential properties.

#### 5. Consultation response

- 5.1 One objection was received to the proposed introduction of waiting restrictions on Mayfield Road, made on the following grounds:
- Impact on parking provision in the area
  - Noise and privacy impact on residents of concentrating foot traffic at the build out site
  - Impact on adjacent existing disabled bay

Please note, only objections material to the proposals contained within the TRO are included above. The full objection is reproduced at Appendix B and has been responded to by the project team.

#### 6 Reasons for recommendations

- 6.1 It is considered that the issues set out in paragraph 3.1 outweigh any potential loss in parking, as noted in paragraph 5.1. The number of students crossing at the site at key time periods is high, as is the number of private cars dropping off or picking up students or parking on street in the area. This risk of conflict between pedestrians and cars in the area without an identified crossing point is high; this risk is considered to outweigh any potential increase in noise or impact on privacy at the site, or reduction of available on street parking.
- 6.2 The site of the crossing **must** match the desire line associated with the new school entrance, otherwise it will not be used, and young people in particular are likely to continue crossing on the desire line without the benefit of safe

infrastructure. As such the proposed location of the build out and 'school keep clear markings' is considered appropriate.

**6.4** The impact on the adjacent disabled bay is considered to be minimal - the buildout will prevent other vehicles from parking up close to the disabled bay which may result in more loading / unloading space for any vehicles using it.

**7. Integrated impact assessment**

**7.1** A full IIA is included with this report

**8. Legal implications**

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

- a) 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.

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

**9.1** The cost of this scheme will be funded from the Safer Routes to School LTP budget within the approved capital programme.

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Signed by:

**Appendices:**

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

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

| <b>Title of document</b>                                |
|---|
| Appendix A: The public proposal notice for TRO 119/2021 |

**THE PORTSMOUTH CITY COUNCIL (MAYFIELD ROAD) (PROHIBITION OF WAITING) (NO.119) ORDER 2021**

22 October 2021: Notice is hereby given that the Portsmouth City Council ("the Council") proposes to make the above Order under sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act"), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers, and in accordance with Parts III and IV of Schedule 9 to the Act. The effect would be as follows:

**A) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)**

**1. Mayfield Road**

South side, a 6m length around a new kerb build-out outside No.160

**CITY COUNCIL'S REASONS FOR THE ORDER**

To support the "Safer Routes to School" policy in relation to the new Mayfield School building, taking into account Planning consent. The extended footway (kerb build-out) requires double yellow lines to prevent vehicles parking on it, and its purpose is to reduce the distance for pedestrians crossing the road to and from the school premises.

To view this public notice or the draft order on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing to object to these proposals may do so by sending their representations via email to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 119/2021** by **13 November 2021** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public views submitted (anonymised)

Response 1

Dear Sirs,

I write concerning the letter I have received from you today about order No 119.

I have a number of concerns and questions which I would welcome engagement on.

1.What is the safer routes to school plan about Mayfield School and where can a copy be accessed?

- a.I ask this as the school has been operational since September with none of these provisions in place and no additional mitigation with their absence so what is the documented and assessed need?
- b.In communications with \*\*redacted\*\*, School Place Planning and Capital Strategy Manager, he advised me that they are revisiting options for onsite parking and pick up and drop off – with this in mind is the establishment of this infrastructure premature?
- c.Taking Points A & B how has the school's operational needs been assessed against the proposed plans?

2.What has impact assessment been done for the provision of parking in the area with the accumulative introduction of new measures linked to the new school site? Did you consider / suggest any mitigation to aid local residents and what are these and when will they be acted on?

3.Order No 119 states 6m length outside No 160 – what is the width of the property, and is your listing is going to exceed the width of that site impacting my house (\*\*no. redacted\*\*).

4.What mitigation is in place for noise and impact on privacy for residents with the concentration of foot traffic at this point – the noise from the school at break times is already exceeding 75dBI

5.One of the residents is registered disabled and has a marked bay just next to the site of your proposed structure – what mitigation have you put in place to ensure you don't impact their access and quality of life.

6.From my experience to date, measures for this school are considered individually. Consequently, resources are deployed in an irrational manner, which greatly disadvantages the quality of life for residents.

This measure strikes of token street dressing when the clear reality has already been demonstrated since September that whatever systems are put in place, parents dropping kids off will ignore them and endanger other students and local residents.

Mayfield Road is like the wild west at the start and end of the school day. This proposal is a token element of street dressing to shown an attempt to address significant issues in the hope that the council will have some mitigation when someone is seriously injured. They can say that they did all they could.

Appendix C: Confirmation of communications approach, located here:

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

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Signed by: