

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

Date of meeting: 23 March 2023

Subject: TRO 24/2023 - Walmer Road, Renny Road and Proctor Lane - one way except cycles proposal

Report by: Tristan Samuels, Director Regeneration

Report author: Liam Norman, Project Manager
Bethan Mose, Transport Delivery Manager

Wards affected: Fratton

Key decision: No

1. Purpose of report

- 1.1 To consider the recommendation in line with the consultation results to implement the proposed one-way streets on Walmer Road, Renny Road and Proctor Lane.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 Approves the implementation of TRO 24/2023, to implement a series of one-way streets including contra-flow cycling, following resident engagement and formal consultation.**

3. Background

- 3.1 The one-way proposals on Walmer Road, Renny Road and Proctor Lane originate through feedback from residents on Walmer and Renny Roads. The ward councillors for Fratton ward had been receiving requests for the Council to consider the use of a one-way system around Walmer Road and Renny Road. The key issues identified through engagement including perceived speeding issues, poor visibility along Renny and Walmer Roads and difficulties passing through the road with oncoming traffic.

- 3.2 In response to these requests, a feasibility assessment was undertaken by Portsmouth City Council officers considering road speeds, traffic counts, and historical road traffic collision data. The work concluded with a number of feasible options at this location to address issues identified through data collection during the feasibility and stakeholder engagement activities.
- 3.3 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.
- 3.4 The preferred option following resident engagement was for the installation of a one-way system with contraflow cycling be installed on Walmer Road, Renny Road and Proctor Lane. The preferred option also included the installation of traffic calming measures to mitigate the potential for increased speeding as a result of the new measures.
- 3.5 After establishing the preferred option, detailed design was undertaken, and the formal Traffic Regulation Order (TRO) process commenced.
- 3.6 Following the formal TRO process, which invites comments and objections to the advertised proposal, two objections were received before the deadline. One of these objections has since been withdrawn. There was an objection received after the deadline, which has been considered as part of this report. Copies of the objections are included in the report in appendix B.

4. Traffic Regulation Order (TRO) 24/2023

- 4.1 A Traffic Regulation Order (TRO), TRO 24/2023 was advertised until 10th February 2023 with the plan shown in Appendix A.
- 4.2 TRO notices were displayed on-street on the 3 roads notifying residents of the proposal to create a set of one-way streets (except cycles) on Walmer Road, Renny Road and Proctor Lane. This public notice asked residents to submit their objections on the proposal by 10th February 2023. This allowed the 21-day statutory consultation under the TRO process.
- 4.3 The TRO consultation received three public responses, of which one was withdrawn, and one was submitted after the deadline. The full responses for the TRO objections received are shown in Appendix B, and the main themes of the responses were:
 - The one-way system may result in increased speeding and the scheme should include traffic calming measures (received in two of three responses, one of which has since been withdrawn).
 - The one-way system constitutes an unnecessary road layout change that will lead to issues navigating the road network (received in one of three responses after the deadline had passed).

5. Resident engagement

- 5.1 Prior to undertaking detailed design and progressing with the advertisement of the formal TRO 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 these roads - Walmer Road, Renny Road, Proctor Lane and surrounding roads. Residents were asked if they preferred the TRO design (option 1), TRO design (option 2), or no change to the road. In total 411 household responded to the residents' survey, out of approximately 817 households, representing a response rate of 50%.
- Option One - Add speed cushions to Renny Road, Byerley Road (between the junction of Newcome Road and Proctor Lane) and Walmer Road. This type of speed cushion is made of rubber and therefore absorbs more noise when travelled over compared to full-width concrete speed humps.
 - Option Two - Option 1 plus create a one-way
 - Renny Road travelling from Newcome Road to Guildford Road
 - Walmer Road travelling from Guildford Road to Proctor Lane
 - Proctor Lane from Walmer Road to Renny Road
 - Option Three - make no changes to the area.
- 5.3 Analysis of the options feedback showed:
- The majority - 56% - of survey respondents were in favour of implementing one-way streets on the three roads, along with traffic calming measures TRO (option 2);
 - 26% of respondents were in favour of installing only traffic calming measures proposed by the TRO (option 1);
 - Only 18% of respondents supported TRO (Option 3), make no changes to the area.
- 5.4 Residents raised several themes of concern to engagement officers. These are available for review in Appendix B of this report, along with a breakdown of the responses to the survey.
- 5.5 The preferred option, TRO Design (Option 2), one-way streets with traffic calming, resolves key issues identified through the feasibility work and stakeholder engagement. Implementing a one-way system of streets will improve navigation along Walmer and Renny Roads and the inclusion of traffic calming in the form of speed cushion will help to reduce speeding at this location.

6. Reasons for Recommendations

- 6.1 Following the resident engagement and the results showing that the majority of resident respondents are in favour of Option 2, it is recommended that the TRO 24/2023 scheme is approved for implementation.
- 6.2 Creating a set of one-way streets will allow residents to drive down the streets more easily, improving the flow of motor traffic in the area and reducing the vehicle conflicts.
- 6.3 Creating a contraflow cycle scheme will allow people cycling to travel easily in both directions with clearly marked information for drivers that this is a two-way cycle route.
- 6.4 The Portsmouth Transport Strategy¹ includes the strategic objectives to prioritise walking and cycling and deliver cleaner air. Therefore, contraflow cycling on Walmer and Renny roads is included within the scheme recommendations. This will make these roads a more assessable environment for cyclists by reducing speeds of motor vehicles and 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.

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."

¹ [Portsmouth Transport Strategy 2021-2038](#)

- 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 A TRO 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.
- 8.4 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.
- 8.5 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support for or any objection to the proposals. 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.

9. Director of Finance's comments

- 9.1 The cost of the works will be funded from a combination of the LTP funds within the approved Capital programme and from the Parking Reserve.

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Signed by (Director)

Appendices:

- Appendix A - Plans attached to the Traffic Regulation Order notification**
- Appendix B - Public responses to the TRO**
- Appendix C - PCC Resident Engagement Survey results summary**

Appendix A - Plans attached to the Traffic Regulation Order notification



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Appendix B: Public responses to the TRO

Objections to the proposed one-way streets

1) Resident, Lincoln Rd (Received after response deadline)

I wish to lodge my objection to this unnecessary one-way system being created in Renny Road & Walmer Road. There are currently no traffic flow issues that would warrant such an action, the purpose of which seems purely to create maximum inconvenience to motor vehicle users in this area.

As someone who works shifts and has to regularly hunt for a nearby parking space at night I have no desire to have to spend yet more time navigating an even greater distance & generating more pollution & noise just to get to where I require to be. When refuse collections are in progress having to navigate an extra set of obstacles to avoid the bin lorries again will simply create addition unnecessary journey lengths & increase pollution levels as vehicles are forced to travel double the distance to arrive at the same original destination they were intending to be at.

As for attempting to view the reasoning the council website appears to be constructed to make it impossible to access the necessary information for those of us without the time to visit to civic offices.

2) Resident, Renny Rd

I understood from your original letter that the proposal of speed ramps/one way system in Renny Road, was to stop vehicles from speeding.

Please take this email as my strong objection to the proposed one-way system solution in Renny Road.

I have been a resident here for the last 3 years and have noticed that the speeding has got progressively worse. I therefore feel that a one-way system will only exacerbate the problem as any drivers will know there is nothing coming in the opposite direction to prevent their speeding.

I strongly feel that the installation of speed ramps would be the best solution as this would actually slow down any vehicles and help prevent excessive speeding.

I would appreciate acknowledgement of my objection by return of email..

Appendix C - Portsmouth City Council Resident Engagement Survey results summary

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

817 doors were knocked over 9 evenings between 3 and 13 October 2023. 50% of people were spoken to and of these 39% were positive about the need for change, 58% were neutral and 3% were negative. See below a breakdown of information by street. At the end of the document the data can be viewed in full - Appendix 1.

Road	Number of properties	No answer	Positive	Negative	Neutral/ Undecided
Lincoln Road	44	52%	33%	5%	62%
Guildford Road	40	58%	18%	0%	82%
Penhale	67	58%	36%	7%	57%
Byerley	41	56%	22%	0%	89%
Renny	57	49%	34%	0%	66%
Liverpool	75	56%	30%	6%	64%
Thorncroft	48	40%	28%	3%	69%
Walmer	220	45%	57%	4%	39%
Manchester	73	45%	35%	0%	65%
Newcome	127	54%	39%	0%	61%
Cornwall	25	40%	13%	20%	67%
Total	817	50%	39%	3%	58%

Key themes

- Theme 1 - Overall a positive response
- Theme 2 - Speeding issues within the area
- Theme 3 - Concerns about changes if implemented.
- Theme 4 - Other issues identified on Renny and Walmer
- Theme 5 - Other - issues

Theme 1 - Overall a positive response

- Generally, people want change as they recognise there is a problem but what that change is varies from talking to people.
- People were generally happy with the direction of the one way.

Theme 2 - Speeding issues

- Byerley Road - concerns about speeding of motorbikes through bollards
- Penhale Road - said they had problems at the junction with Guildford Road where this is used as a rat run. Accidents have happened at the junction as people don't slow down.
- On Penhale Road, a resident had already contacted the council about speeding concerns and had a response from Tracy on 5 Sep
- Side roads have commented on speeding issues and Lincoln Road and Penhale Road said they also wanted speed humps.
- Proctor Lane - people speed down it and there have been crashes including an incident that involved multiple cars as well as one car going in a person's front door.
- Speeding issues, reports of 50-60mph at times.
- Taxi drivers use it as a rat run.

Theme 3 - Opposing views.

- One way could make speeding worse.
- A couple of people mentioned that they don't think the speed bumps work on Clive Road
- A couple of residents were concerned about damage to tyres from speed bumps.

Theme 4 - Other issues on Renny Road and Walmer Road

- Many people said it was stressful driving down Renny Road and Walmer Road as you didn't know if you were going to meet someone coming the other way. Due to bend in road people can't see if others are coming and then have to reverse a long way.
- People ignore the one way at the end of Renny and this was also observed whilst door knocking.

Theme 5 - Other

- Additional lighting is needed for the streets.
- Motorbikes speed through the area a lot
- Some suggestions of a need for more bike storage near by
- Parking on Saturdays is very difficult when Pompey FC is playing at home.

Appendix 1

Road	Number of properties	Answered	No answer	Positive	Negative	Neutral/ Undecided/ undeclared
Lincoln Road	44	21	23	7	1	13
Guildford Road	40	17	23	3		14
Penhale	67	28	39	10	2	16
Byerley	41	18	23	4		16
Renny	57	29	28	10		19
Liverpool	75	33	42	10	2	21
Thorncroft	48	29	19	8	1	20
Walmer	220	122	98	69	5	48
Manchester	73	40	33	14	0	26
Newcome	127	59	68	23	0	36
Cornwall	25	15	10	2	3	10
Total	817	411	406	160	14	239