



**Title of meeting:** Cabinet Member for Transport  
**Date of meeting:** 16 November 2023  
**Subject:** Active Pompey Neighbourhoods (APN)  
**Report by:** Kerri Farnsworth - Interim Director Regeneration  
**Report author:** Michelle Love - Active Travel Manager  
**Wards affected:** Central Southsea  
**Key decision:** No  
**Full Council decision:** No

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## 1 Purpose of report

- 1.1 In accordance with the Council's Transport Strategy, and extensive consultation, experimental traffic restrictions are proposed for Bramble Road and Talbot Road, along with traffic calming measures (speed cushions and one flat topped hump) on Francis Avenue, Orchard Road, Talbot Road, Sutherland Road and Fawcett Road to create an Active Pompey Neighbourhood (APN).

## 2 Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1 **Agrees to issue scheme approval for traffic and waiting restrictions on Talbot Road and Bramble Road as illustrated on the drawings in Appendix A;**
- 2.2 **Agrees to implement the scheme in Recommendation 2.1 under an experimental traffic management order made under the provisions of Sections 9, 10, 124, Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA 1984)<sup>1</sup> and that the notices of making for the Experimental Traffic Orders contain the statements specified in Schedule 5 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- 2.3 **Agrees that any valid objections received during the statutory objection period are considered by way of a written report to the Cabinet Member of Transport before a decision is reached on whether or not any of the provisions of the experimental order will be made permanent;**

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<sup>1</sup> [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk)



- 2.4 **Agrees that, after consultation with Hampshire Constabulary any modifications to any experimental order which renders it less restrictive may be authorised by the Cabinet Member for Transport without the requirement to re-advertise the order under section 10(2) of the said act;**
- 2.5 **Agrees to undertake a non-statutory consultation exercise with local stakeholders prior to any decision being made on moving to a permanent traffic order;**
- 2.6 **Notes that the APN Spaces for greening will be initially filled with planters. It is the aspiration that should the experimental traffic order be made permanent these are turned into raingardens;**
- 2.7 **Notes the representations during the statutory speed hump consultation and approve officer's recommendations for installation.**

### **3 Background**

- 3.1 Portsmouth City Council have produced a Local Transport Plan (LTP4) which was adopted by full council on 13<sup>th</sup> October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038<sup>2</sup>.
- 3.2 The Portsmouth Transport Strategy (LTP4) not only provides the overarching direction for all transport and highways (including maintenance) but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance. To support the Portsmouth transport strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver the vision, strategic objectives and policies of the Portsmouth Transport Strategy.
- 3.3 Policy H of the Transport Strategy focuses on introducing a network of active neighbourhoods that reduce through traffic in residential streets. The combination of residential streets that are safer to walk and cycle is a continuation of work that has been on-going in Portsmouth for a number of years and is key to encouraging more people to travel sustainably.
- 3.4 Policy G cites the establishment of a cohesive and continuous network of attractive, inclusive, safe, and accessible walking and cycling routes accompanied by cycle parking facilities, which the Active Pompey Neighbourhood adheres to.

### **4 Active Pompey Neighbourhood Proposals**

- 4.1 The Active Pompey Neighbourhood proposal covers a series of measures across the APN area. The proposals have been based on information gained from informal

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<sup>2</sup> [Portsmouth Transport Strategy 2021-2038](#)



engagement with the community in October/November 2022, Councillor correspondence and traffic surveys.

- 4.2 The proposals were formally consulted on in March 2023. Following the consultation, adjustments have been made to the proposals in recognition of feedback.

**Bramble Road /Talbot Road (Jessie Road to Fawcett Road) - One-way System**

- 4.3 The volume of vehicles on this section of Talbot Road has caused congestion at the junctions of Jessie Road and Fawcett Road. This congestion has led to verbal altercations, vehicles tooting, and poor driver behaviour.
- 4.4 It is proposed to make Bramble Road one-way eastbound, with the option of turning one way north or one way south on Talbot Road for motor vehicles. Bicycles can travel in both directions.
- 4.5 The scheme includes three creative spaces. This consists of one space on double yellow lines on the junction of Bramble Road/Fawcett Road. This area will be used for greening via recycled plastic planters.
- 4.6 Two existing car parking spaces at the junction of Talbot Road/ Fawcett Road. This will use used for a five-bike cycle hanger and greening via recycled plastic planters.
- 4.7 The Bramble Road/Talbot Road one-way system, which is detailed in Appendix A will be installed under an Experimental Traffic Regulation Order (ETRO).

**Traffic Calming**

- 4.8 The below table highlight the roads with proposed traffic calming measures.

Road	Traffic Calming Measure
Fawcett Road (between Talbot Road and Chetwynd Road)	2 sets of speed cushions
Francis Avenue (between Orchard Road and Jessie Road)	3 sets of speed cushions, Build outs with planting with 1 raised uncontrolled crossing
Orchard Road (between Fawcett Road and Talbot Road)	4 sets of speed cushions
Talbot Road	4 sets of speed cushions
Sutherland Road	2 sets of speed cushions

- 4.9 All speed cushions and the raised table will be made from recycled tyre rubber. These will be 'bolt down' which enables them to be moved if necessary. They will be of a width so that most vehicles cannot straddle them. Gaps will be left between them to enable cyclists to travel through.



- 4.10 All proposed traffic calming measures detailed in Appendix A, will be installed under a statutory speed hump notice.

## 5 Reasons for recommendations

### **Bramble Road /Talbot Road (Jessie Road to Fawcett Road) - One-way System, cycle contraflow and spaces for Active Travel and greening**

- 5.1 The volume of vehicles on southern section of Talbot Road has led to congestion at the junctions of Jessie Road and Fawcett Road. This congestion has also led to verbal altercations, vehicles tooting, and poor driver behaviour.
- 5.2 The one-way system is intended to limit local through traffic, to provide roads more suited for walking and cycling. The proposed traffic calming in 4.8 will lower existing speeds and make it a less desirable route.
- 5.3 Bramble Infant School is on Bramble Road and has an entrance on this road. It is noted that Heyward Road, the other entrance to the school has a School Street, which will be made permanent in early 2024.

## 6 Consultation

- 6.1 An informal consultation was held in for six weeks in October/November 2022. The aim was to ask people where they saw the traffic issues in the APN area and what improvements they thought could be made.
- 6.2 This informal consultation consisted of an online survey, a door knock, a drop in event, guided walks around the area with a women's group, MAKE and QAY. Young people at Priory School were consulted via a survey, with younger children participating in a hands up survey at Devonshire Infants and Fernhurst Juniors. Parents at these three schools also had a chance to comment at an after-school pop up outside the school gates. A record of this engagement can be found in Appendix B.
- 6.3 Following the assessment of the informal consultation comments and the traffic surveys, a series of measures were proposed. These measures were consulted on from 6 March to 2 April 2023.
- 6.4 4,300 letters were sent to residents and businesses in the APN. 200 emails sent to people who had registered for APN updates. Additionally, 200 posters were placed in the APN, with scheme specific posters at the location of proposed measures. Notifications were also placed in the council bulletin and on social media including Facebook and Twitter.

Engagement Activity	Result
Online Survey	867 completed surveys

Door Knock	536 doors knocked
Drop-in Engagement Event (Havelock Centre)	115 attended
Women's Walk 1	17 attended
Women's Walk 2	9 attended
Queer All Year (QAY)	5 attended
MAKE/DYNAMITE walk (learning disabilities)	6 attended
Priory Hands Up Surveys	516 responses
Po-up at Bramble School (Heyward Road)	25 comments received
Co-design Workshop at Bramble School	10 pupils (Eco Club) attended

6.5 The emergency services have been engaged through the design process, and their comments have been integrated into the designs.

6.6 A full list of statutory consultees can be found in Appendix C.

## 7 Results of the consultation

7.1 The consultation has been reviewed to ensure those who are directly affected by the proposals have had the opportunity to have their say and feedback captured within this report.

7.2 For each question asked in the online survey, we have produced a response to cover all those who have provided feedback firstly people who live within the APN followed by people who live on the roads where the proposed measures are planned.

7.3 The consultation presented options for the closure of Orchard Road and the Eastern entrance/exit to Francis Avenue. When the results were evaluated, it became clear that residents were not in favour of these options and therefore they have been removed from the project. The results of this consultation can be found in Appendix B.

## 8 Traffic Calming

8.1 An APN aspires to have quieter roads where people do not speed, so to encourage more people to walk and cycle. Following a weeklong 24-hour speed count the below shows the 85<sup>th</sup>ile speed which is the measurable speed used by the council and the police to make decisions to see if physical intervention is necessary. These were cross referenced with collision and volume data.

24 Hour Average
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Road	85% Speed (mph)	Average Speed (mph)
Sutherland Road	<b>29</b>	23.5
Talbot Road	<b>28.7</b>	22.1
Orchard Road	<b>28.6</b>	20.6
Fawcett Road (Old Fawcett Road)	<b>26.7</b>	20.6
Francis Road (north end)	<b>24.3</b>	20

8.2 All the above roads have speeds higher than 24mph, so line with guidance from the police, we proposed to implement measures detailed in 3.15.

## 9 Statutory Speed Hump Consultation

9.1 In accordance with the Highways Act 1980 speed hump notices were advertised for 28 days in the local paper, on street and a statutory speed hump consultation was undertaken with residents between 18<sup>th</sup> August - 15<sup>th</sup> September 2023. This statutory speed hump consultation resulted in 9 representations of support and 2 objections as shown in Appendix D.

9.2 Officers have assessed the objections, and due to the speed on the proposed roads, it is recommended that the council proceed with the speed humps.

9.3 Any suggestions for additional works that were not part of the statutory speed hump consultation will be taken through the Transport Service feasibility process to determine suitability to be included in future schemes or funding bids.

## 10 Integrated impact assessment

10.1 An integrated impact assessment (IIA) has been produced for the Active Pompey Neighbourhood, as found in Appendix E.

10.2 The analysis within the IIA does not identify any significant equalities impacts for the proposed changes. However, ongoing monitoring of the scheme will be important to help identify any potential negative impacts arising from the development of the proposals and will provide key information to update this analysis.

## 11 Legal implications

11.1 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.



- 11.2 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.
- 11.3 Experimental traffic orders (ETRO's) can be made for the same reasons as standard traffic regulation orders, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising or facilitating the passage on the road of traffic. ETROs may last for up to a maximum of 18 months.
- 11.4 An order may specifically include provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by any specified class of traffic.
- 11.5 There is no statutory requirement to consult before making an ETRO permanent but notice of the order must be given in the prescribed form. Specified documents must also be placed on deposit. The order cannot come into force until the expiry of 7 days from the date that notice was given.
- 11.6 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 11.7 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 11.7.1 The following statements were included in the notice of making the experimental order:
- That the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely.
  - A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified).
  - That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice.
- 11.7.2 The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:
- a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
  - b) a copy of the order as proposed to be made or as made (as the case may be);
  - c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
  - d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding



by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;

- e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification.

11.8 An ETRO may include a provision empowering a specified officer of the authority to modify any provision of the order if it appears to him essential:

- i. In the interests of the expeditious, convenient and safe movement of traffic;
- ii. In the interests of providing suitable and adequate on-street parking facilities; or
- iii. for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

11.9 The power may only be exercised after consulting the appropriate chief officer of police. A statement of the effect of any such modification should also be included with the deposited documents.

11.10 The usual provisions whereby an ETRO can be made permanent without the need for further consultation will not apply if any variation or modification is made more than 12 months after the order was made.

11.11 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

**12 Director of Finance's comments**

12.1 The cost of the TRO will be funded through the Active Pompey Neighbourhoods budget in the Transport Capital Programme approved by Full Council in February 2023.

12.2 Once the results of the TRO consultation are known a paper will be brought back to the Cabinet for Transportation and the recommendations will be appraised for any financial implications.

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Signed by:





**Appendices:**

- Appendix A: Scheme Designs
- Appendix B: Public Consultation
- Appendix C: List of Statutory Consultees
- Appendix D: Statutory Speed Hump Consultation Responses
- Appendix E: Active Pompey Neighbourhood Integrated Impact Assessment (IIA)

**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
Road Traffic Regulation Act 1984	<a href="http://legislation.gov.uk">Road Traffic Regulation Act 1984 (legislation.gov.uk)</a>
The Local Authorities Traffic Orders Procedure	<a href="http://legislation.gov.uk">The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (legislation.gov.uk)</a>
Portsmouth Transport Strategy	<a href="#">Portsmouth Transport Strategy 2021-2038</a>

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

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Signed by: