

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 13 December 2023

Subject: ETRO 8/2023 - Bonchurch and Edgeware Roads - one way except cycles

Report by: Kerri Farnsworth, Interim Director Regeneration

Report author: Liam Norman, Project Manager

Wards affected: Milton

Key decision: No

1. Purpose of report

- 1.1 To consider the objection to making permanent the experimental one-way (except cyclists) streets on Bonchurch Road and Edgeware Road.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Considers the objection to the making permanent of the experimental one way (except cycles) working in Edgeware Road and Bonchurch Road; and**
- 2.2 **Approves that the provisions of the Portsmouth City Council (Bonchurch Road and Edgeware Road) (One Way except Cycles) (No.8) Experimental Traffic Regulation Order 2023 be made permanent.**

3. Background

- 3.1 Historically, complaints have been received from residents of Bonchurch Road and Edgeware Road about traffic using the roads as "short cuts", and conflict between oncoming vehicles, where the running carriageway is too narrow to allow cars to pass each other, and there are few places to pull in and allow oncoming traffic to pass. A review of turning count data concluded that the use of both roads as a "short cut" to avoid the signalised junction is a perceived issue and was not indicated by the data collected.

- 3.2 A scheme to implement a one-way system at this location was taken to the then Cabinet Member for Traffic and Transportation on the 12 March 2009¹. However, following local opposition at the time, the scheme was not progressed.
- 3.3 A petition objecting to the implementation of the one-way traffic system in Edgeware Road was received on 30 January 2009. This contained 64 signatures from residents within Edgeware Road.
- 3.4 As well as the petition, nine letters of named representation were received during the statutory consultation period. As a result of this resident feedback, the recommendation that the scheme be deferred was accepted.
- 3.5 Additional requests from residents of Bonchurch and Edgeware roads for a one-way system were received in early 2022.
- 3.6 In response to these requests, a feasibility assessment was undertaken by Portsmouth City Council considering road speeds, traffic counts, turning counts and historical road traffic collision data. The work concluded several feasible options at this location to address issues identified through data collection during the feasibility and stakeholder engagement activities.
- 3.7 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.
- 3.8 The preferred option following resident engagement was for the installation of a one-way system with contraflow cycling on Bonchurch Road and Edgeware Road. As identified in the original scheme proposal, there was conflicting desire from residents pertaining to the direction of traffic on their road.
- 3.9 Additional traffic count data and turning count data was collected to assess the best option for the direction of traffic. Owing to the conflicting views of the residents of Bonchurch Road and Edgeware Road, a one-way (except cycles) was progressed on an experimental basis, to assess the suitability of the direction of one-way traffic. The experimental Traffic Regulation Order (ETRO) came into force on 28 April 2023.
- 3.10 Following the formal ETRO consultation period, which came to an end on the 28 October 2023, one objection has been received. This objection is as follows:

"There has been one way scheme on my road and two adjacent. My road is closest to the traffic light between Rodney Rd and eastern Rd, this means it takes me at the minimum 7 minutes for someone to let me into the que and this is very unsafe because of oncoming traffic so close to the bend from the eastern Rd going around the corner which is a blind bend.

¹ [T&T Report - results of statutory consultation for one-way Roads, 2009](#)

There will be an incident with someone having no choice but to use this because it's one way now. Edgeware Rd being one way towards the Milton Rd makes more sense because it's not so close to the blind bend and the traffic lights. Bonchurch should be one way towards Euston rd.

This will make it safe and save me min of 7 mins each day and risking joining the queue.

Switch around current system."

- 3.11 The rationale behind making the direction of travel on Bonchurch Road westbound was as a result of the findings of the feasibility. Surveys undertaken indicated that Bonchurch Road would be more suitable to carry traffic westbound than Edgeware Road. During informal consultation for this scheme, following the initial feasibility works, it was identified that the residents of Bonchurch and Edgeware Roads were both in support of a one-way system being in place. However, the residents of both streets had conflicting views on the preferred direction of traffic along their road.
- 3.12 Although there is a perception from the objector that having traffic exiting Bonchurch Road at Milton Road is more likely to lead to an incident. It should be noted that a review of incidents along Milton Road indicated that historically they have been more likely further down Milton Road, past where traffic used to exit onto Milton Road from Edgeware Road, where traffic is also exiting the Esso garage. Additionally, vehicles are more likely to be travelling slower along Milton Road near to Bonchurch Road due to the signalised junction with Velder Avenue.
- 3.13 Since these measures were installed, there have been no incidents recorded as a result of the direction of travel on Bonchurch Road. However, Portsmouth City Council will continue to monitor incidents and their causes at this location and will propose further changes to the Cabinet Member in the future should this be justified through available data.
- 3.14 To reduce the issues being experienced with exiting Bonchurch Road onto Milton Road, Portsmouth City Council are proposing the addition of "Keep Clear" markings on Milton Road at the exit of Bonchurch Road to improve the flow of traffic exiting at this location.
- 3.15 The decision made to install these new measures under an Experimental Traffic Regulation Order was a direct result of historical engagement, and engagement carried out under this project. This allowed the residents to trial the new measures prior to making them permanent. At the time of engagement there were many comments received about the proposed direction. The low number of objections to making the scheme permanent highlights the success of this trial.

4. Experimental Traffic Regulation Order (TRO) 08/2023

- 4.1 The Portsmouth City Council (Bonchurch Road and Edgeware Road) (One Way except Cycles) (No.8) Experimental Traffic Regulation Order 2023, came into effect on 28th April 2023.
- 4.2 The effects of the Order were:
- a. To introduce one way working (except cycles, which may travel in either direction) on Bonchurch Road, travelling south-west from its junction with Euston Road to its junction with Milton Road; and
 - b. To introduce one way working (except cycles, which may travel in either direction) on Edgeware Road, travelling north-east from its junction with Euston Road to its junction with Milton Road.

A plan of the measures brought in under this ETRO is shown in Appendix A.

- 4.3 ETRO notices were displayed on-street on both roads notifying residents of the proposal to create a set of one-way streets (except cycles) on Bonchurch Road and Edgeware Road. This notice stated that if the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely by means of a permanent order. Any person desiring to object to the making of an order for the purpose of such indefinite continuation may, within six months of the experimental order coming into operation
- 4.4 The ETRO consultation received one public response objecting to the provisions of the experimental order, refer to Appendix B for further information.

5. Resident engagement

- 5.1 Prior to undertaking detailed design and progressing with the ETRO 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 Bonchurch Road, Edgeware Road and surrounding roads. Residents were asked for their opinions on the following two options:

Option One - One-way system created under an Experimental Traffic Regulation Order (ETRO) to enable residents to experience the change on a trial basis before a formal TRO process is started, at which point you can share your views on making the one-way system permanent. Bonchurch Road one-way from Euston Road to Milton Road. Edgeware Road one-way from Milton Road to Euston Road.

Option Two - make no changes to the area.

- 5.3 Analysis of the options feedback showed:
- The majority - 75% - of survey respondents were in favour of implementing one-way streets.
 - 25% of respondents were in favour of doing nothing.
- 5.4 Residents raised several themes of concern to engagement officers. These related to issues with non-residents parking at this location and also to the proposed direction of traffic.

For further details on the informal consultation conducted, refer to Appendix C.

6. Reasons for Recommendations

- 6.1 Following the statutory consultation period of the experimental order, the limited number of objections received by the council indicate that the trial has been a success. It is recommended that provisions of the experimental order be made permanent through the making of a TRO to enable the continued improvements to traffic flow along Bonchurch and Edgeware Roads.
- 6.2 The Portsmouth Transport Strategy² includes the strategic objectives to prioritise walking and cycling and deliver cleaner air. Therefore, contraflow cycling on Bonchurch and Edgeware roads was included within the provisions of the experimental order. This makes these roads a more accessible environment for cyclists by 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.

² [Portsmouth Transport Strategy 2021-2038](#)

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."
- 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 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.
- 8.4 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.
- 8.5 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.
- 8.6 Any person or body may object to the ETRO being made permanent by no later than 6 months from the order coming into force.
- 8.7 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 8.7.1 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

8.7.2 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

9. Director of Finance's comments

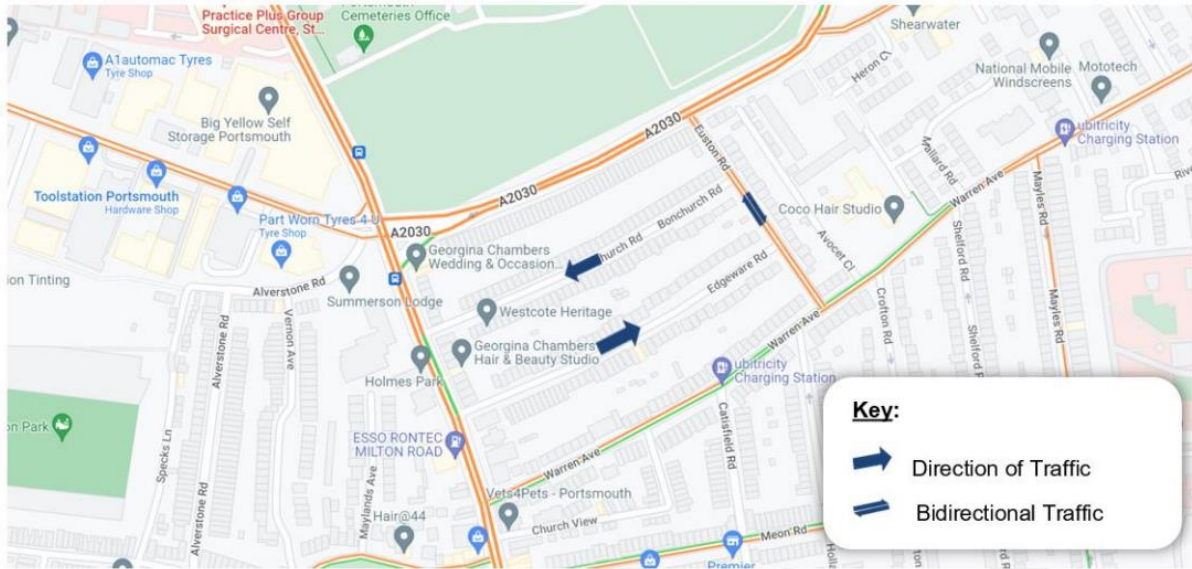
9.1 Costs associated with the Bonchurch and Edgeware Roads one way scheme are covered under the Local Transport Plan 4 budget, funded through corporate reserves and the Parking Reserve.

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Signed by (Director)

Appendices:

- Appendix A - Plan of the measures currently in place under the existing ETRO**
- Appendix B - Public responses to the provisions of the experimental order**
- Appendix C - Result of Informal Consultation**

Appendix A - Plan of the measures currently in place under the existing ETRO



Appendix B: Public responses to the provisions of the experimental order

Objections made to the one-way streets during the 6-month consultation period

1) Resident of Bonchurch Road

There has been one way scheme on my road and two adjacent. My road is closest to the traffic light between Rodney Rd and eastern Rd, this means it takes me at the minimum 7 minutes for someone to let me into the que and this is very unsafe because of oncoming traffic so close to the bend from the eastern Rd going around the corner which is a blind bend.

There will be an incident with someone having no choice but to use this because it's one way now. Edgeware Rd being one way towards the Milton Rd makes more sense because it's not so close to the blind bend and the traffic lights. Bonchurch should be one way towards Euston rd.

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Switch around current system.

Appendix C: Results of Informal Consultation

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

A total of 178 addresses in the local area were consulted with in October 2022. This consultation achieved a response rate of approximately 63%. The below table outlines the total number of responses received during consultation:

Road Name	Responses (% , No.)	
Bonchurch Road	33.93%	38
Edgeware Road	38.39%	43
Euston Road	4.46%	5
Milton Road	8.04%	9
Warren Avenue	11.61%	13
Velder Avenue	2.68%	3
Other (please specify)	0.89%	1

The below table displays the response received to the options put forward during consultation:

Option	Responses (% , No.)	
OPTION 1: One-way system created under an Experimental Traffic Regulation Order (ETRO) to enable residents to experience the change on a trial basis before a formal TRO process is started, at which point you can share your views on making the one-way system permanent. -	75.23%%	82

Bonchurch Road one-way from Euston Road to Milton Road- Edgeware Road one-way from Milton Road to Euston Road		
OPTION 2: Do not make any changes to the roads	24.77%	2