

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 30th January 2024

Subject: Beverston Road One Way - TRO Consultation

Report by: Felicity Tidbury, Assistant Director of Economy, Planning, and Transport

Report Author: Tracey Shepherd, Strategic Road Safety Lead

Cabinet Member: Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

Wards affected: Paulsgrove

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the implementation of the proposed one-way street within Beverston Road, Paulsgrove as outlined in appendix A of this report.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 Approves the implementation of TRO 115/2023.**

3. Background

- 3.1 Following requests made by residents to local ward councillors, Paulsgrove ward councillors approached the Traffic and Network Manager to request that consideration be given to implementing a one-way within Beverston Road to address concerns and issues of access within the area.
- 3.2 At the request and instruction of the Ward Councillors, funding has been identified through the Community Infrastructure Levy (CIL) to undertake and deliver the one-way road within Beverston Road, Paulsgrove.

3.3 An informal consultation was undertaken with residents of Beverston Road and Bromyard Crescent in February 2022 and ended on Friday 25th March 2022. There was a low rate of returns from residents within the area with approximately:

- 29% responding to the Beverston Road consultation (from 68 consultation letters)
- 22% responded to the Bromyard Crescent consultation (from 75 consultation letters)

Bromyard Crescent received a strong split between the proposals and, although the one-way scheme received the majority of votes from those that participated, it only exceeded the no change option by two votes. Therefore, it was agreed by Ward Councillors that a one-way for Bromyard Crescent would not proceed and the road would remain unchanged.

3.4 From the returns received there was strong support for the introduction of a one-way system within Beverston Road. From the responses received in relation to the consultation (29% responded), 95% were in support of the implementation of a one-way system and 5% supported the existing road layout to remain unchanged. There were some concerns raised by users of the paddocks about the increased distance, journey time and access from the road to these facilities. These concerns have been discussed with the paddock owners directly and additional measures have been identified within the design to assist (additional signage, swept path analysis for horse boxes, widening of gateways, etc).

3.5 Following notification of the results to the Ward Councillors and their unanimous agreement that a one-way system should proceed, it is proposed that, following the consultation returns that the Beverston Road one-way is implemented in a southbound direction from its junction with Hillsley Road to its junction with Deerhurst Crescent.

3.6 The purpose of the advertised traffic regulation order (TRO) is to introduce one-way working for all vehicles (including pedal cycles) in Beverston Road, from its junction with Hillsley Road to its junction with Deerhurst Crescent. The implementation of one-way working would assist with the removal of confrontation between conflicting vehicles due to the narrowness of the existing carriageway and the requirement of on-street parking within Beverston Road. By removing the potential conflict between vehicles, the potential of damage to vehicles due to the narrowness of the carriageway will be removed.

3.7 A review of the casualty data was undertaken for the Beverston Road in its entirety from the three-year period from 1st October 2020 to 30th September 2023. There has been one recorded 'Slight' incident which involved an e-scooter travelling along the footway and colliding with a pedestrian.

3.8 A traffic survey was undertaken within Beverston Road from 6th September 2022 to and including 12th September 2022 to measure traffic speeds and vehicle counts travelling within the area. The survey provided the following information:

- Traffic counts - 88 vehicles for 24hrs northbound (3.7 veh/hr), 147 vehicles for 24hrs southbound (6.1 veh/hr);
- Average Traffic speeds - 20.1mph northbound, 19.5mph southbound;
- 85th% Traffic speeds - 26.2mph northbound, 24.9mph southbound;

**The 85th percentile is “the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a monitored point.” It is also the speed at which 15% of motorists exceed the speed limit on average.*

4. TRO Consultation response

- 4.1 Following the informal consultation with residents of Beverston Road in 2022, a formal consultation took place as part of a Traffic Regulation Order (TRO). This was published and advertised on 27th October 2023 notifying residents of the proposal to create a one-way road. The TRO contained details of how objections to the proposals could be made and also gave the closing date of the consultation as 17th November 2023, allowing the required 21 days legally required. In response to the TRO there was one objection received and the reasons are given below:

Details of respondent:	Support / Object:	Reasons:	PCC Response/comments:
Hampshire Police	Object	<p>It is possible that speeds will increase due to no oncoming traffic.</p> <p>There is the potential for cyclists to ride against the one-way system due to the extra distance needed to comply, this has the potential to increase collisions.</p> <p>There will also be an increased journey time, and further distances for vehicles to travel.</p> <p>This will not only have an effect on air pollution but also increase travel costs.</p>	<p>The traffic survey indicates that vehicle speeds are below the prosecution threshold. Southbound traffic speeds are lower than those travelling northbound. Should the one-way be implemented, further traffic surveys will be undertaken to monitor traffic speeds within the area. Due to the narrowness of Beverston Road and the recorded traffic speeds and traffic flows, contra-flow cycle facilities cannot be considered for implementation at present. However, if future traffic surveys indicate a reduction in traffic speeds, advisory contra-flow cycle lanes may be considered. Beverston Road is a residential road to the north of the city that does not provide a shortcut</p>

			<p>or rat-run for vehicles looking to reduce distances or journey times. The traffic counts would indicate that Beverston Road is only utilised by residents or those accessing the paddock area and the impact on air pollution within the area would be minimal. Deerhurst Crescent which runs parallel to Beverston Road also provides access to local bus services for residents within the area.</p>
--	--	--	---

4.2 An objection was received from Hampshire Police on 1st November 2023 explaining that they were considering objecting to the proposal on the grounds that the consultation fails on all four points of the Gunning Principle regarding consultation, and that no reasons have been given for the proposal which has the potential to impact on police resources. A response was sent directly to Hampshire Constabulary from Portsmouth City Council on 22nd November 2023, explaining the previous consultation undertaken with residents in February/March 2022. This included details regarding:

- Information and plans
- The results of the consultation
- Member Information Service notices
- All consultation and information previous to the TRO consultation.

Following receipt of this information, the Police are objecting on the above grounds given in the table above.

5. Reasons for recommendations

5.1 Councillors reported that residents had raised concerns regarding the existing road layout and that the implementation of one-way working would assist with the removal of confrontation between conflicting vehicles due to the narrowness of the existing carriageway and the requirement of on-street parking within Beverston Road.

5.2 By removing the potential conflict between vehicles, the potential of damage to vehicles due to the narrowness of the carriageway will be removed.

5.3 The resident's consultation shows that the majority of respondents were in favour of the one-way street, as outlined in the TRO.

- 5.4 The proposed scheme has been awarded CIL funding following member priority and support.

6. Integrated Impact Assessment

- 6.1 There are no associated implications regarding the Equality Act 2010.

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.

8. Director of Finance's comments

- 8.1 The cost of work associated with the proposed one-way system on Beverston Road has been funded through CIL. The Community Infrastructure Levy (CIL), introduced in April 2010, allows local authorities in England and Wales to raise funds from developers who are undertaking new building projects in their area. The money can

be used to pay for a wide range of infrastructure that is needed as a result of development. This can include things like transport schemes, flood defences and green spaces. A portion of the funds will also be allocated to be spent on infrastructure within that ward. This neighbourhood portion is determined on a percentage of the CIL receipts received for CIL liable development that has taken place within that ward.

APPENDIX A:-

Proposed Layout of Beverston Road One-Way:-

