

**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 30 January 2023

**Subject:** TRO 298/2023 - Old Portsmouth Waiting Restrictions

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

**Report author:** Chi Sharpe, Active Travel Officer

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

**Wards affected:** St Thomas

**Key decision:** No

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**1. Purpose of report**

- 1.1 To consider the objections to the Traffic Regulation Order 298/2023, Old Portsmouth Waiting Restrictions.

**2. Recommendations**

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

- 2.1 Considers the objections to the Traffic Regulation Order for the Portsmouth City Council (Old Portsmouth Waiting Restrictions) (No.298) Traffic Regulation Order 2023 and Public Notices: Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal;**
- 2.2 Approves that the provisions of the Portsmouth City Council (Old Portsmouth Waiting Restrictions) (No.298) Traffic Regulation Order 2023 be made;**
- 2.3 Approves the Public Notices: Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal;**
- 2.4 Notes that the proposed Peacock Lane raised table is under investigation due to drainage requirements and that this information will be brought to a future**

**Transport decision meeting if a verbal update is not available on the 30<sup>th</sup> January 2024.**

**3. Reasons for Recommendations**

- 3.1 Following resident feedback from the informal and formal consultation the City Council has published a notice of intent to modify High Street from a zebra crossing to include a raised table.
- 3.2 The City Council are revising the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the Grade II listed building, 23 High Street.
- 3.3 Changes have been made to the proposed Broad Street raised table to maintain vehicle right of way on Feltham Row and a proposal has been put forward to remove the bus stop at this location. This solution maintains as much of the existing parking as possible while providing a safer crossing point for pedestrians, which will also reduce the speeds of vehicles.
- 3.4 The above changes to design provide solutions to the comments and objections which were received by the formal consultation for TRO 298 2023.

**4. Background**

- 4.1 The Old Portsmouth Area Study, produced in January 2021, highlighted several potential locations in Old Portsmouth for new pedestrian crossing facilities<sup>1</sup>.
- 4.2 A scheme to review the feasibility of introducing two new pedestrian crossing facilities was commenced in September 2022. Speed survey, traffic count and road traffic incident data were reviewed, and a series of feasible options were drawn up for the High Street / Peacock Lane crossing and the Broad Street Feltham Row raised table.
- 4.3 Informal consultation took place in October and November 2022, with these options being communicated with local residents and the Friends of Old Portsmouth Association (FOOPA). Results of this informal consultation are highlighted in section 5 of this report, with detailed outcomes of this engagement located in Appendix C.
- 4.4 The preferred options following resident engagement was for the installation of a full width raised table with buildouts at Broad Street, close to Feltham Row, a zebra crossing with buildouts over High Street and continuous footway over Peacock Lane.

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<sup>1</sup> [Old Portsmouth Area Study, January 2021](#)

## **5. Traffic Regulation Order (TRO) 298/2023 Consultation**

5.1 The Portsmouth City Council (Old Portsmouth Crossings) (No.298 Traffic Regulation Order 2023, was formally advertised on 23 Oct 2023. It was then re-advertised on the 9<sup>th</sup> of November 2023 to rectify some inconsistencies. Part 3 indicated incorrectly that a hump was to be installed on High Street - which should read as Peacock Lane & Part 4 indicated removing the bus stop from 4 & 5 Broad Street, which should read as 4 & 6 Broad Street \*\*

This was noted on the updated Traffic Regulation Order which can be found in Appendix A

5.2 The effects of the Order were:

- a) To introduce "no waiting at any time" restrictions on Broad Street, south-west side, from a point 12 metres north-west of the property boundary of Nos 7 and 8 King James Terrace north-westwards for 3 metres (in place of a Pay & Display parking bay); and
- b) Remove 14 metres of Pay & Display parking on High Street, Old Portsmouth north-west side outside Jack House Gallery and the southern closed end of Highbury Street, in order to accommodate the controlled area of the zebra crossing.

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

5.3 TRO notices were displayed on-street on both roads notifying residents of the proposal to create these new facilities. Along with being published in the news and available from the Civic Offices. Any person desiring to object to the making of an order has been given the opportunity to respond to this notice via. email or writing to do so.

5.4 The TRO consultation received 8 public responses 3 supporting, 2 objecting to the proposed provisions of the order and 3 comments. refer to Appendix B for the full responses.

5.5 During the consultation officers were notified of a right to vehicle access for Feltham Row. Therefore, amendments to the design of the raised table have been made to maintain this right. The amended design can be seen in Appendix D

5.6 Following the objection and feedback received from residents on the proposed Peacock Lane raised table, the City Council have revised the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the grade II listed building, 23 High Street. The new revised plan can be seen in Appendix E.

5.7 The Council has instructed a radar survey of High Street and Peacock Lane. Should the results of the survey show that several utilities are required to be adjusted to

allow for the drainage of Peacock Lane, this is likely to bring the project's budget out of scope and a decision will be by made by the Cabinet Member if the project is descoped to construct the High Street raised table zebra alone.

**6. Public notices – Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal.**

- 6.1 Following resident feedback received during the Consultation for TRO 298/2023 the City Council published a notice of intent to change the High Street zebra crossing to a raised table. The representation period ended on the 10<sup>th</sup> of January. The City Council did not receive any formal responses to this notice.
- 6.2 The City Council were made aware of the right of vehicle access to Feltham row during TRO 298/2023. The original design moved the bus stop east but with this additional space requirement this is no longer a feasible solution for this stop without removing a significant number of parking spaces. To enable this change to be made the City Council published a notice on intent to remove the bus stop on Broad Street and wrote to all residents within the local area who may be affected by this change. The City Council made this decision on the benefits of proposed raised table reducing speed and providing a safer way to cross broad street for everyone who uses this location, the proximity of suitable stops to board service 25 in the area and the data received from Stagecoach on the number of passengers who boarded and alighted from this stop. Data taken in November and December and January 2023 showed that on average the Broad Street stop was used by less than one person per day. The representation period ended on the 12<sup>th</sup> of January. The council received a single objection from a resident of Old, Portsmouth to the bus stop removal.
- 6.3 The resident objected to the removal of the bus stop due to restricted mobility and how they use the facility once a week to travel and meet friends. They also noted that the proposed Zig-Zags could affect the way that taxis and family members collect them from near their home citing their restricted mobility. They also noted that they are worried about vehicles entering their property over the zig zag lines. Please see appendix F for the full objection.
- 6.4 In response to the resident's objection. The proposed raised table allows for traffic calming measures which are of benefit to all road users, including pedestrians, young people, those with disabilities or mobility issues and older people. The proposed raised table is uncontrolled and therefore will not be subject to Zig Zag lines. The existing double yellow lines will be maintained.
- 6.5 The Local Authority does have an obligation to enable those with disabilities to engage with their communities, the nearest public transport services are considered to be within an appropriate travelling distance. The distances are as follows:
- Grand Parade, outside the Wellington pub (90m/290ft)

- Seagers Court (150m/490ft)
- High Street, outside the Cathedral (200m/650ft).

6.6 The public notices can be found in appendix F of this report.

## 7. Informal Scheme Engagement

- 7.1 Prior to undertaking detailed design and progressing with the 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.
- 7.2 In October and November 2022, City Council's Transport Engagement Team carried out informal consultation for the properties in the immediate area and surrounding roads. Residents were asked for their opinions on the following options:

### **Broad Street / Feltham Row Crossing**

**Option 1A** - Create a raised table crossing the full width of the road. This will mean a section of the road by Feltham Row will be raised in line with the footpath to make it easier to cross. This would include a ramp for vehicles on each side, painted with white arrows to make them more obvious to motor vehicle drivers and people cycling.

**Option 1B** - Create a zebra crossing with a raised table, as described in Option 1A, except this would need approximately four car parking spaces to be removed to create the changes.

### **High Street**

**Option 2A** - Create build outs. This will mean the footpath is widened on both sides of the road reducing the road width, making crossing easier and slowing traffic. This will need approximately two car parking spaces near the end of Highbury Street to be removed to create the changes.

**Option 2B** - Create a zebra crossing with build outs, as described in Option 2A.

### **Peacock Lane**

**Option 3A** - Create a raised table that makes it easier for people to cross and deters vehicles from turning in the road.

**Option 3B** - Do not make any changes to the road

- 7.3 Analysis of the options feedback showed:
- For the Broad Street / Feltham Row crossing, circa 64% of respondents were in favour of option 1A, the implementation of a full width raised table.
  - For the High Street Crossing, circa 55% of respondents were in favour of option 2B, creation of a zebra crossing with buildouts.
  - Approximately 70% of respondents were in favour of constructing a new continuous footway, option 3A, along Peacock Lane.
- 7.4 Residents raised several themes of concern to engagement officers. These related to issues with perceived speeding on High Street and a desire for a raised table,

although this was not substantiated through speed survey data collection from the Road Safety team.

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

## **8. Reasons for Recommendations**

- 8.1 Following resident feedback from the informal and formal consultation the City Council has published a notice of intent to modify High Street from a zebra crossing to include a raised table.
- 8.2 The City Council are revising the existing design to provide lateral deflection for motor vehicles to improve pedestrian visibility without the new construction abutting the stone plinth against the Grade II listed building, 23 High Street.
- 8.3 Changes have been made to the proposed Broad Street crossing to maintain vehicle right of way on Feltham Row and a proposal has been put forward to remove the bus stop at this location. This solution maintains as much of the existing parking as possible while providing a safer crossing point for pedestrians, which will also reduce the speeds of vehicles.
- 8.4 The above changes to design provide solutions to the comments and objections which were received by the formal consultation for TRO 298 2023.
- 8.5 The Local Authority does have an obligation to enable those with disabilities to engage with their communities, the nearest public transport services are considered to be within an appropriate travelling distance.

## **9. Integrated Impact Assessment**

- 9.1 An integrated impact assessment has been completed for this proposed scheme and will be attached to this report separately.
- 9.2 The IIA (Integrated Impact Assessments) 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.

## **10. Legal Implications**

- 10.1 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."

- 10.2 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.
- 10.3 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.
- 10.4 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.
- 10.5 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.
- 10.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 10.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
  - b) give public notice of this proposal

This implies a duty to consider representations received in response to such consultation

- 10.8 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 polices 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.

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

11.1 The work outlined in this report has funding secured from the Parking Reserve.

11.2 The work will result in the loss of three parking spaces. The income impact can be managed within the existing on street parking budget.

.....  
Signed by (Assistant Director)

**Appendices:**

**Appendix A - Plans of the measures being proposed under this TRO**

**Appendix B - Public responses to the TRO**

**Appendix C - Result of informal consultation**

**Appendix D - Updated Broad Street design**

**Appendix E - Peacock Lane design**

**Appendix F - Public Notices**

**Appendix G - Response to the public notices**



**Appendix A:**

**PROPOSED WAITING RESTRICTIONS, SPEED HUMPS & PEDESTRIAN CROSSINGS, BROAD STREET, HIGH STREET & PEACOCK LANE, OLD PORTSMOUTH**

1. Notice is hereby given that Portsmouth City Council intends to introduce The Portsmouth City Council (Old Portsmouth Waiting Restrictions)(No 298) Order 2023 and a zebra crossing under the Road Traffic Regulation Act 1984, and introduce road humps under the Highways Act 1980.

2. The zebra crossing would be on High Street Old Portsmouth, approximately 7 metres north of its junction with Peacock Lane.
3. The road humps would be in the form of raised tables across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on Broad Street and Peacock Lane, Old Portsmouth as follows:

<b>Location</b>	<b>Height</b>	<b>Length</b>	<b>Ramp length and gradient</b>
Broad Street at its junction with Feltham Row	75mm	4.4 metres	0.8 metres, 1:11
Peacock Lane at its junction with High Street	75mm	15 metres	0.8 metres, 1:11

4. The bus stop on the north-east side of Broad Street would be relocated from its current position outside Nos 4 & 6, further south to outside Nos 4-7 King James Terrace, in order to accommodate a new buildout at the junction with Feltham Row.
5. The effect of the Traffic Regulation Order would be to:
  - a. To introduce "no waiting at any time" restrictions on Broad Street, southwest side, from a point 12 metres north-west of the property boundary of Nos 7 and 8 King James Terrace north-westwards for 3 metres (in place of a Pay & Display parking bay); and
  - b. Remove 14 metres of Pay & Display parking on High Street, Old Portsmouth north-west side outside Jack House Gallery and the southern closed end of Highbury Street, in order to accommodate the controlled area of the zebra crossing.

Copies of the draft Order, Statement of Reasons and plans showing the proposals are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 298/2023 within 21 days of the date of this Notice (i.e. by 30 November 2023) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 9 November 2023

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

**\*\*This is an amendment to the Notice issued on the 27<sup>th</sup> October 2023 to rectify some inconsistencies. Part 3 indicated incorrectly that a hump was to be installed on High Street - which should read as Peacock Lane & Part 4 indicated removing the bus stop from 4 & 5 Broad Street, which should read as 4 & 6 Broad Street \*\***



## Appendix B: Public responses to the TRO

### Appendix B

Support to TRO 298 2023
<p>Resident, Old Portsmouth</p> <p>Thanks for sending me the documents. On the basis of what you have said I have no objections to any part of the scheme, and support it wholeheartedly.</p> <p>There is [REDACTED] [REDACTED] which goes past here regularly, and has just passed as I type, which goes so fast I guess it might land on the Square Tower when heading south after the works are complete!</p>
Support and comment to TRO 298 2023
<p>Resident, Old Portsmouth</p> <p>Dear Sirs,</p> <p>I hereby register my support for the TRO 298/2023.</p> <p>I would make one point that, in my opinion, the raised table that is proposed at the Peacock Lane/High Street junction would actually be better placed across High Street in conjunction with the zebra crossing. This would seem more logical to me.</p>
Support and comment to TRO 298 2023
<p>Resident, Old Portsmouth</p> <p>I wish to convey my support for this TRO to implement a zebra crossing over High Street together with a raised table over Peacock Lane. I believe that these 2 interventions in close proximity to each other will collectively bring about improvements to road safety for pedestrians and cyclists. Hopefully they will also have some positive effect on the excessive speeding along High Street and discourage motorists from taking the all too frequent hazardous manoeuvre of turning into Peacock Lane in order to carry out a U-turn.</p> <p>In the detailed design for the raised table, it is important for your designers to sympathetically consider the adjoining historical properties (23 High St, and Coach House on Peacock Lane, which I believe are listed), to ensure they are not encroached on at ground level.</p>

Objection to TRO 298 2023
<p>Resident, Old Portsmouth</p> <p>The specification of this TRO is unclear. Please refer to the Streetview image attached and to the image taken from the TRO:</p> <ol style="list-style-type: none"><li>1) At the moment, the pavement on both sides of the junction already tapers down to road surface level. Do I then assume that you propose to build the footway back up on both sides so that the pavement is consistently flat across the junction - at 75mm above the road level?</li><li>2) If so, then the plan shows the raised table at the same level for 15 metres eastward into Peacock Lane, before the 0.8 m ramp down to the existing road</li></ol>

level. There is no equivalent ramp shown at the western end of Peacock Lane, suggesting that emerging cars will simply drop down the kerb to the level of the high street below. That, surely, is an omission from the drawing?

3) Given that the flagstones set vertically along the south side of Peacock Lane are part of a listed structure, should I assume that the south side of the 15 m raised table stops where the yellow line is before a 15 m length of new pavement is being added? If so, how are you treating the interface between the stone flags and the new pavement?

4) Since you're not currently showing a raised table below the new crossing in High Street, pedestrians will have to step down off the kerb to the crossing level before stepping up on the other side. Or is the intention to drop the kerb at both ends of the crossing? Either way, the drawing is not clear.

Surely the sensible thing to do would be to maintain the current pavement ramps, which would alleviate any need to have a raised table in Peacock Lane.

A raised table under the crossing - as shown for the Broad Street crossing - would simplify the design, lower the cost, act as a valuable traffic calming measure and provide better safety for elderly and inform pedestrians, eliminating the necessity of adding access ramps down to the crossing.

For now please consider my remarks as 'An Objection' to the TRO as currently drawn, pending clarification and/or correction of the above points on both the drawing and the text.

#### Objection to TRO 298 2023

The plinth for the house on the corner of High Street and Peacock Lane extends down Peacock Lane. This stonework is to protect the building from damage due to traffic. Contrary to what you have written, you cannot have a raised table extending 15m down Peacock Lane without detrimental effect on this feature, which is mentioned as part of the property's heritage listing.

The pavement is already dropped on both sides of the High Street/Peacock Lane junction, giving pedestrians a visual clue that this is a road so they should exercise care.

Raising the pavement, so having the pavement continuous for those walking along High Street means that, particularly children on scooters/cycles, so moving faster than a pedestrian, as well as less predictably, do not pay the necessary attention to cars, even those already moving cautiously wishing to exit Peacock Lane and turn into High Street. Visibility at this junction is poor, a raised table continuing the route along High Street increases the risk to both drivers and pedestrians. The buildouts for the crossing will (hopefully) make it clearer that vehicles shouldn't be parked on (what is now double yellow lines) in High Street on either side of this junction, which is often the case. As a driver it is difficult to see the turn until already crept out of Peacock Lane.

The crossing in High Street between the Chinese Restaurant and Jack House is overdue and I fully support the High Street crossing and the buildouts on either side.

It would make more sense for the crossing to be on a raised table to emphasise the crossing is there and to slow the traffic in High Street (which should be at 20mph). Speeding is a constant problem. A raised table under the crossing also makes the crossing easier to use for pedestrians/mobility scooters and so on. There is a raised table under the proposed crossing in Broad Street which is a continuation of the same road, so why the different treatment?

I object to the proposal for the raised table across and down Peacock Lane. There is no need for any raised table across or to extend down Peacock Lane - it increases the hazards for pedestrians and cars as well as compromising the heritage listing of the corner property.

Comment to TRO 298 2023

Resident, Old Portsmouth

In my opinion, and from years of talking with residents about the need for a crossing on High Street, if PCC funds are available for 1 raised table in the vicinity of the High Street crossing, then the optimal solution would be to locate it across High Street integrated with the crossing, not across Peacock Lane.

Comment to TRO 298 2023

Resident, Old Portsmouth

We are writing in response to the above notice, specifically the placement of a pedestrian crossing at the junction of Broad Street and Feltham Row. While we are not in opposition to the proposal, we would like confirmation from Portsmouth City Council ("PCC") that the proposed works will dutifully consider any/and all impact to the change in sea defences and water run off.

Feltham Row, the area central to this proposal, forms an important element in the local flood defence system. Accordingly, as stated above, we kindly request assurance from PCC that [REDACTED] the proposed works, will not suffer/be subject to increased risk of flooding/water ingress as a result of the proposed works and any change to the walkway, path/pavement height etc.

Comment to TRO 298 2023

Resident, Old Portsmouth

I have just been informed [REDACTED] that you are proposing to put a pelican crossing from Feltham row across to the hot walls [REDACTED]

[REDACTED] I also do not believe it would be safe for you to put a pelican crossing/zebra crossing in that location [REDACTED]

>> If you would like to proceed with this pelican/zebra crossing and removal of the drop curb you must contact [REDACTED]



## 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

- Letters posted to addresses within the identified area
- Engagement - Create awareness of the scheme and collate views
- Encourage people to carry out the survey online or fill in the printed version that can be sent to the Civic offices
- Note any areas of concern, key feedback or themes

### Summary of findings

A total of 153 addresses in the local area were consulted with in November 2022. The below table outlines the total number of responses received during consultation:

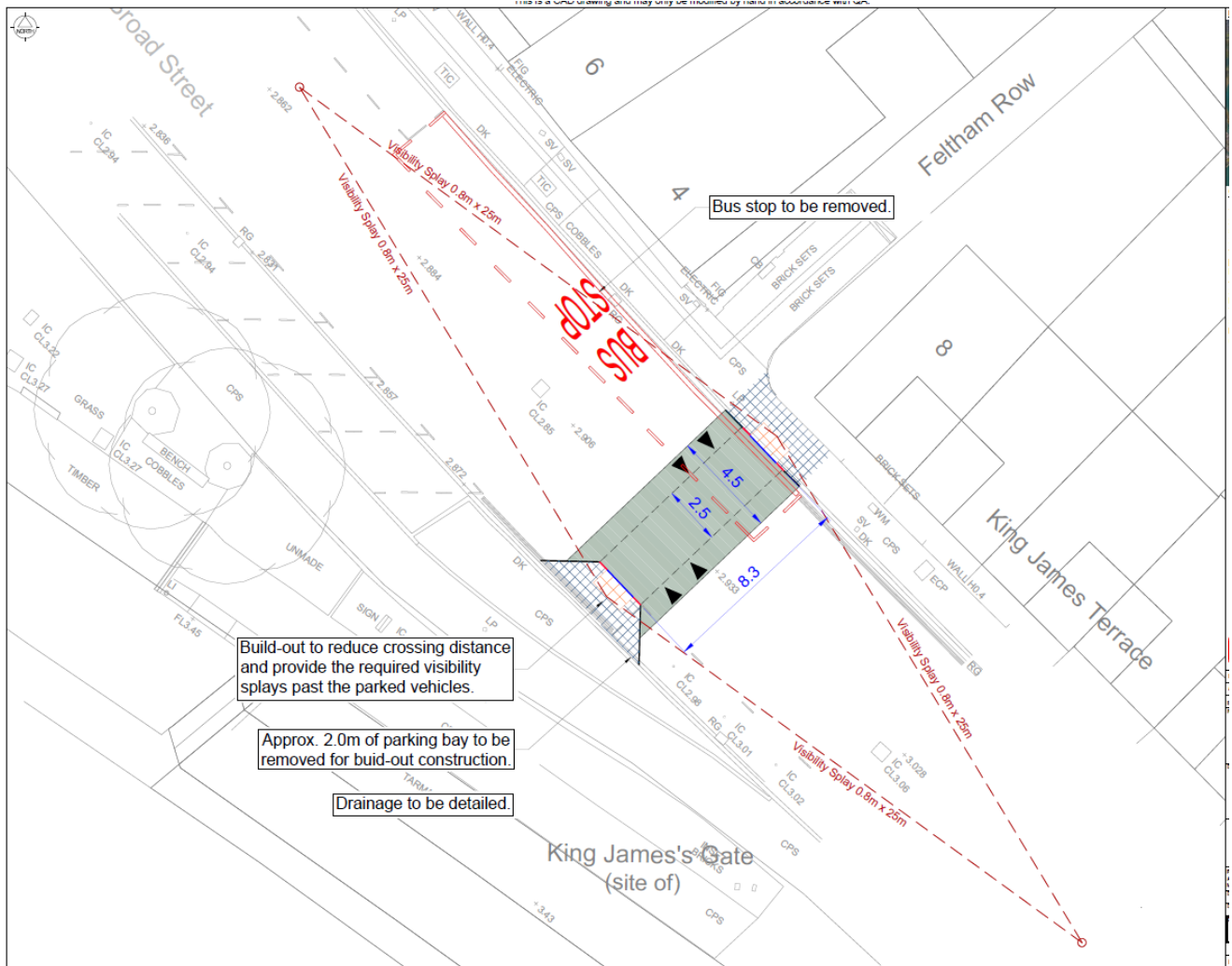
Road Name	Responses (% , No.)	
Bath Square	2.61%	4
Bathing Lane	0.00%	0
Battery Row	0.00%	0
Broad Street	16.99%	26
Camber Place	4.58%	7
Captains Row	2.61%	4
East Street	0.00%	0
Farthing Lane	0.65%	1
French Street	1.96%	3
Grand Parade	1.31%	2
Halfpenny Lane	0.65%	1
High Street	24.84%	38
Oyster Street	5.23%	8
Peacock Lane	1.31%	2
Pembroke Road	3.27%	5
Penny Street	11.76%	18
Seagers Court	3.92%	6
St Thomas's Street	1.31%	2
Tower Street	1.31%	2
West Street	1.31%	2
White Hart Road	3.27%	5
Other (please specify)	11.11%	17

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

Option	Responses (% No.)	
<b>Option 1A</b> Create a raised table crossing the full width of the road. This will mean a section of the road by Feltham Row will be raised in line with the footpath to make it easier to cross. This would include a ramp for vehicles on each side, painted with white arrows to make them more obvious to motor vehicle drivers and people cycling.	63.70%	86
<b>Option 1B</b> Create a zebra crossing with a raised table, as described in Option 1A, except this would need approximately four car parking spaces to be removed to create the changes.	36.30%	49
<b>Option 2A</b> Create build outs. This will mean the footpath is widened on both sides of the road reducing the road width, making crossing easier and slowing traffic. This will need approximately two car parking spaces near the end of Highbury Street to be removed to create the changes.	45.04%	59
<b>Option 2B</b> Create a zebra crossing with build outs, as described in Option 2A.	54.96%	72
<b>Option 3A</b> Create a raised table that makes it easier for people to cross and deters vehicles from turning in the road.	70.14%	101
<b>Option 3B</b> Do not make any changes to the road	29.86%	43

## Appendix D:

### Updated Broad Street design





## Appendix F

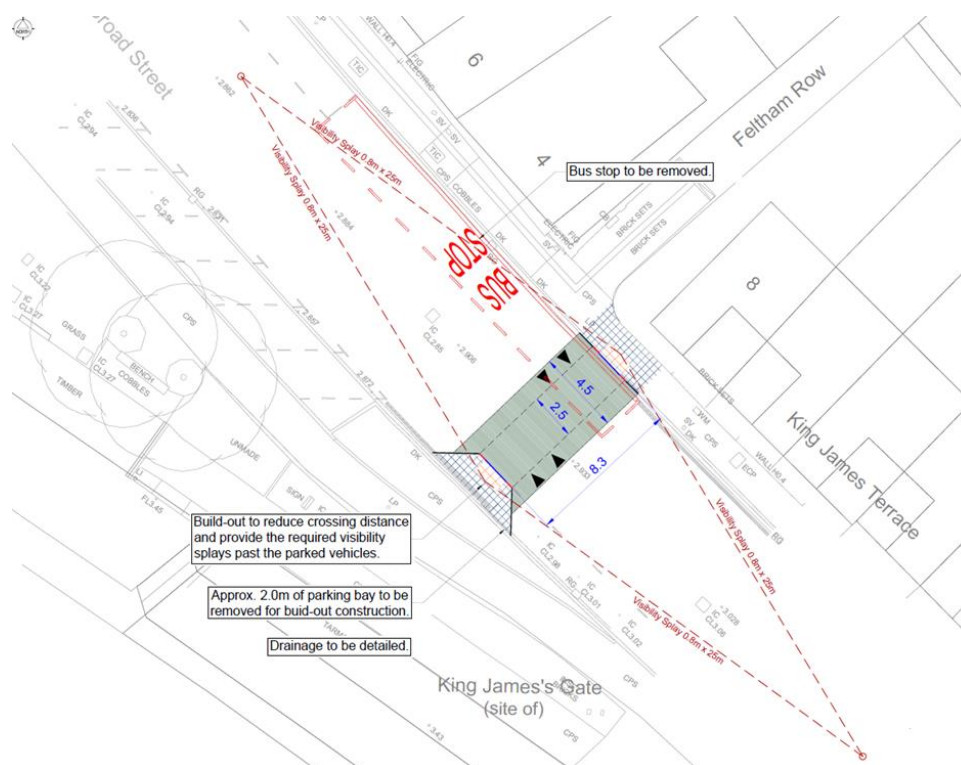
### Public notices – Proposed Road Hump, High Street Old Portsmouth and Broad Street bus stop removal.

#### PROPOSED BUS STOP REMOVAL, BROAD STREET, OLD PORTSMOUTH

1. Notice is hereby given that Portsmouth City Council intends to remove the bus stop on Broad Street, Old Portsmouth.
2. The removal of the bus stop will make way for a raised table across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on Broad Street, Old Portsmouth as follows:

Location	Height	Length	Ramp length and gradient
Broad Street	75mm	4.5m	0.8m 1:11

3. This is a design change from the proposed raised table as advertised in Traffic regulation Order (TRO) 298/2023.



4. A plan showing the above proposal is available to view on Portsmouth City Council's website: Search 'Travel Portsmouth Public notices' for TRO 298/2023 Search 'Traffic Regulation Orders 2023' at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively,

they can both be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

5. Persons wishing to object to this proposal must do so by sending their representations to [travel@portsmouthcc.gov.uk](mailto:travel@portsmouthcc.gov.uk) or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref OPC23 within 28 days of the date of this Notice (i.e. by January 10 2024) stating the grounds for the objection. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 13/12/2023

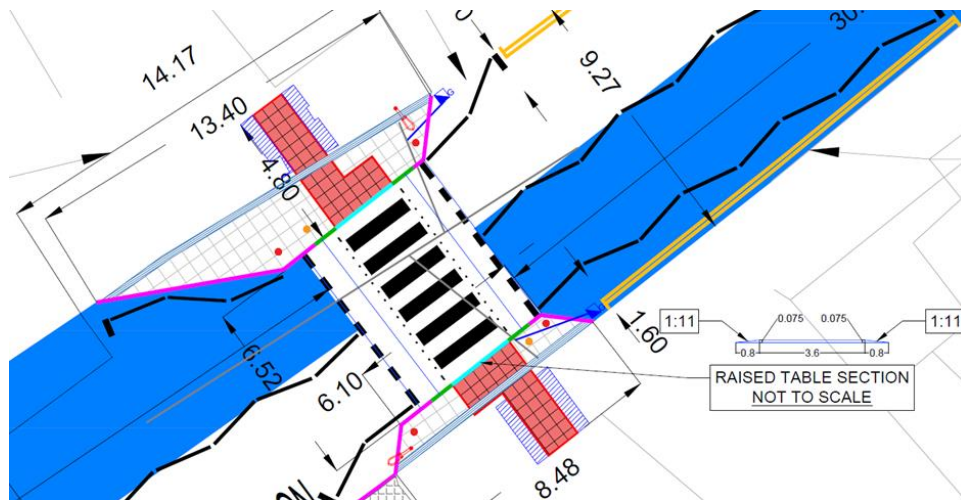
Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

### **PROPOSED ROAD HUMP, HIGH STREET, OLD PORTSMOUTH**

1. Notice is hereby given that Portsmouth City Council intends to introduce a road hump under the Highways Act 1980.
2. The road hump would be in the form of a raised table across the full width of the carriageway, to provide a level crossing point for pedestrians, and would be situated on High Street, Old Portsmouth near Peacock Lane as follows:

<b>Location</b>	<b>Height</b>	<b>Length</b>	<b>Ramp length and gradient</b>
High Street	75mm	3.6m	0.8 meters, 1:11

3. The raised table will contain a zebra crossing as advertised in Traffic regulation Order (TRO) 298/2023.



4. A plan showing the above proposal is available to view on Portsmouth City Council's website: Search 'Travel Portsmouth Public notices' for TRO 298/2023 Search 'Traffic Regulation Orders 2023' at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can both be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
5. Persons wishing to object to this proposal must do so by sending their representations to [travel@portsmouthcc.gov.uk](mailto:travel@portsmouthcc.gov.uk) or by post to TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref OPC23 within 28 days of the date of this Notice (i.e. by January 10 2024) stating the grounds for the objection. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Dated: 13/12/2023

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



## Appendix G – Response to Public Notices

### Objection, Bus stop removal resident old portsmouth

Thank you for sending me the revised details of your proposal for pedestrian crossings and waiting restrictions planned for Broad Street. I was unable to read the lamp post notification as it was placed too low down.

I wish to oppose the plans for Broad Street, in particular those which will be affecting my property [REDACTED] [REDACTED] for the following reasons.

1. I am a [REDACTED] with very restricted mobility. My disability is progressive and in recent months has worsened. A few years ago, I had to give up driving. I now Rely on taxis, buses, carers and my family for transport. Having zigzag lines outside my house will only add to my current pain and anxiety as I try to get out and about. I will no longer be able to be picked up, dropped off, or have my shopping brought in as it is against the law for anyone to stop on zig zag lines. Even with a [REDACTED]

Highway Code Rule 191 states

“You MUST NOT park on a crossing or in the area covered by the zig-zag lines. You MUST NOT overtake the moving vehicles nearest to the crossing or the vehicle nearest the crossing which has stopped to give way to pedestrians”

Therefore, a taxi, a carer or members of my family would be committing a criminal offence if they came to take me out. The width of my car port does not enable me to get in and out of a car with my disability. The only way I can to do this, is from the pavement with the vehicle on the road. The zigzag lines will be on both sides of the road and will extend to the parking bays. There will be no guarantee of any space to stop even after the zigzag lines have ended.

2. The Bus Stop has become a lifeline to me as it is outside my front door. I use it weekly to go into [REDACTED] Road to meet up with friends for coffee or lunch. I live alone and these outings are very important to me. When I come home on the bus, I stay on it, let it go round the camber and then back up to [REDACTED] [REDACTED], again outside [REDACTED]. I could not walk from or to The [REDACTED] Bus Stop which you say is 290ft away. That distance is just too far and I would be expected to walk across cobble stones or move onto the road.

3. Under the UN Convention on Rights of Persons with Disabilities Article 19 of which The UK has agreed to, it states the following Article 19 – Living independently and Being included in the community States Parties to the present Convention recognize the Equal right of all persons with disabilities to live in the community, with choices equal to others, and shall take effective and appropriate measures to facilitate full enjoyment By persons with disabilities of this right and their full inclusion and participation in the community, including by ensuring that:

a) Persons with disabilities have the opportunity to choose their place of residence and where and with whom they live on an equal basis with others and are not obliged to live in a particular living arrangement;

b) Persons with disabilities have access to a range of in-home, residential and other community support services, including personal assistance necessary to support living and inclusion in the community, and to prevent isolation or segregation from the

community;

c) Community services and facilities for the general population are available on an equal basis to persons with disabilities and are responsive to their needs.”

With reference to para a. of Article 19

I have lived in this property for the past [REDACTED]. I have purchased stair lifts and other mobility aids to assist me to stay in the property that I shared with my husband [REDACTED]. I feel that my rights as a person with disability will be infringed if the Bus Stop is removed and the zig-zag lines are painted. I will no longer have the ability to leave my house as others do as you are restricting my ability to do so.

With reference to para b. of Article 19

I believe the removal of the Bus Stop and the inability to get into a car parked at the front of my property will seriously affect my integration with the community and I will become increasingly isolated. With reference to para c. of Article 19

The community service of a bus into town which is available for the general population will be withdrawn from me and will not be responsive to my needs as a person with disabilities.

4. Under the same agreement in Article 20 it states.

Article 20 – Personal mobility

States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities, including by:

- a) Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost;
- b) Facilitating access by persons with disabilities to quality mobility aids, devices, assistive technologies and forms of live assistance and intermediaries, including by making them available at affordable cost;
- c) Providing training in mobility skills to persons with disabilities and to specialist staff working with persons with disabilities;
- d) Encouraging entities that produce mobility aids, devices and assistive technologies to take into account all aspects of mobility for persons with disabilities.

With reference to paras a, b, c, and d, in Article 20

These proposals will have the consequence of removing my independence as I will have to rely on others to assist me to a bus stop and a car. I find this an intolerable thought and a definite infringement on my basic human right to live as an independent person.

5. I am also worried about the impact this will have on my visiting family reversing in or out of my [REDACTED]

[REDACTED] Also I have yet to see a driveway [REDACTED] in Portsmouth.

Perhaps you could point out to me where they are so I can have a look.

Unfortunately looking at these proposals in depth and the detriment it makes to me on a personal level, I cannot support the application. I feel as if my rights as a disabled person to live equally and independently amongst a community would be taken from me. In doing so my life would become increasingly isolated and without enjoyment.

Please accept this letter as a formal objection to your recent proposals.