



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

**Date of meeting:** 26<sup>th</sup> September 2024

**Subject:** LTP Casualty and Speed Reduction Grove Road North/Grove Road South/Elm Grove Junction

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

**Report Author:** Stanley Palmer, Road Safety Officer

**Cabinet Member:** Councillor Peter Candlish, Cabinet Member for Transport

**Wards affected:** St Thomas, St Jude

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

**1.1** This report seeks a formal decision from the Cabinet Member for Transport to proceed with the proposed Casualty and Speed Reduction Scheme on Elm Grove/Grove Road North/Grove Road South Junction in Southsea.

**2. Recommendations**

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

- 2.1 Approves the proposed Casualty and Speed Reduction scheme on Grove Road North/Grove Road South/Elm Grove Junction in Southsea;**
- 2.2 Approves the introduction of the parking and waiting restrictions proposed in TRO P004-24, with the exception of time-limited parking on the east side of Grove Road South outside Nos 52 and 50;**
- 2.3 Notes the extensive consultation and engagement that has been undertaken on this scheme with both businesses and residents in the surrounding area.**



### 3. Background

- 3.1 This scheme was identified as a priority to be delivered through the Casualty and Speed Reduction budget from the Local Transport Plan (Portsmouth Transport Strategy). This followed assessment and analysis of accident data and review of cluster casualty sites as reported to the Cabinet Member for Traffic & Transportation in December 2021<sup>1</sup>.
- 3.2 This analysis identified that a higher proportion of vulnerable road user casualties at this site and showed that the junction of Elm Grove and Grove Road North/South was subsequently named as the number one priority site for intervention as approved by the Cabinet Member for Traffic & Transportation.
- 3.3 The junction of Elm Grove/Grove Rd N/Grove Rd South has had 11 casualties in the last 5 years, with the factors contributing most frequently to the recorded incidents including:
- Poor turn or manoeuvre
  - Failed to look properly

These factors are more commonly associated with poor visibility or lack of awareness or concentration on the part of the driver or rider, than with speeds significantly higher than the given limit. A key behaviour displayed at this site is a motor vehicle turning right or left across the path of a cyclist, either oncoming or alongside.

- 3.4 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents is identified.
- 3.5 Following the approval of funding for this scheme, data collection was undertaken through both speed surveys and turning counts, which identified key conflict points in the existing junction movements and traffic light phase programming. This has informed and provided the evidence base for the scheme design.
- 3.6 The scheme design has been through extensive engagement and consultation as set out in section 4 of this report.

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<sup>1</sup> <https://democracy.portsmouth.gov.uk/ielssueDetails.aspx?Id=22590&Opt=3>



## **Proposals**

- 3.7 The proposed interventions are outlined in Appendix C of this report. The aim of these interventions is to reduce conflicting manoeuvres and improve visibility at the junction; proposed changes included:
- Changes to the controlled crossing phases - allowing adequate time for cyclists to cross the junction and separate the northbound and southbound traffic flows with turns crossing main traffic flow;
  - Protection of the cycle lane to prevent illegal parking on main sight lines through the introduction of a mandatory cycle lane;
  - Improve overall visibility at the junction through removal of obstruction of line of sight by vehicles illegally parked on existing waiting restrictions and vehicles legally unloading through the introduction of orca wands as shown in Inset A in Appendix C, providing a more desirable active travel route.
- 3.8 Due to the width constraints on Elm Grove, to implement the road safety measures identified for the mandatory cycle lane and protection in the form of orca wands; a section of 1 hour parking waiting restrictions on the northside of Elm Grove, east of the junction needs to be removed to improve the junction's safety.

## **4. Engagement and Consultation**

### **Business Engagement**

- 4.1 Pre-consultation business engagement consisted of surveys and face to face discussions with owners, managers and staff. A total of 55 businesses were engaged with in proximity to the proposed works along a 390m section of road between Elm Grove's junctions with Yarborough Road and Albany Road across a 3 day period, including one evening session to capture nightlife businesses.
- 4.2 The business survey consisted of questions about businesses experience of road safety, and any potential impact on their operations, staff or customers. A total of 38 businesses responded. The survey did not contain copies of a working design at that time and instead listed potential interventions including those listed above as well as examples for reference. The survey also allowed for any other topics of concern for businesses to be passed on to relevant teams within Portsmouth City Council.
- 4.3 The survey found that although 68% of the surveyed businesses were unaware of the scale of casualties at the junction, 55% had witnessed a casualty or near miss.

- 4.4 Businesses were asked on a scale of 1-10 how likely would they be to support infrastructure changes at the junction, with a score of 1-4 considered unsupportive, 5-6 neutral and 7-10 supportive.
- 2.5% of businesses indicated they would be against;
  - 32% were neutral;
  - 63% were supportive; and
  - 2.5% of businesses did not submit an answer.
- 4.5 The key themes identified through this business engagement were concerns about access for loading and the potential impact on customer parking; additional feedback was also received regarding antisocial behaviour.
- 4.6 Further investigation was undertaken, and a parking capacity review was undertaken for the wider Elm Grove area to try and mitigate business concerns. Following this review limited mitigation options were identified with only one potential viable option on Grove Road South for 2 parking spaces.
- 4.7 Further to this and in response to the initial feedback received, the scheme proposed and taken through the Traffic Regulation Order process included:
- further improvements to loading provisions by extending loading access in an existing loading bay under a various TRO;
  - a section of Motorcycle Parking provided for food delivery drivers servicing a number of restaurants in immediate vicinity of the junction and a cycle corral for staff and customer use;
  - additional 1 hour waiting restrictions were considered on Grove Road South to accommodate the loss of 1-hour waiting restrictions on Elm Grove.
- 4.8 Following the Traffic Regulation Order consultation the proposal to introduce 1 hour waiting restrictions on Grove Road South between Nos.50-52 as outlined in TRO P004-2024 highlighted in 4.6, has been omitted and will remain as no-waiting restrictions. This is outlined further in paragraph 4.13 of this report.

### **Traffic Regulation Order Consultation**

- 4.9 All businesses and residents directly impacted by the proposed scheme were consulted through a statutory public consultation as part of the Traffic Regulation Order (TRO) process. The statutory consultation (publication of a Notice of Intent) is a legal obligation and is an opportunity for anyone affected by the proposed restrictions to give their views and to indicate if they support or object to the proposals. Each response is considered on its own merits, and any questions are answered.
- 4.10 The Notice of Intent was published in the Portsmouth News and on the Council's Website on 20 March 2024. Notices were also erected on street furniture in the

vicinity of the proposed changes to the restrictions. A copy of the Notice of Intent is included in Appendix A, each objection is shown in Appendix B with the personal details redacted.

- 4.11 27 responses containing support and additional questions were received, including a request for similar improvements on Fratton Road. This additional site does not fit with the scope of this project, but it should be noted that this request has been forwarded to the relevant team for consideration under future schemes.
- 4.12 A total of 2 objections were received, both objections were regarding the introduction of 1 hour waiting restrictions on Grove Road South.
- 4.13 One additional objection to the scheme overall was submitted two weeks after the TRO consultation period concluded. This has been included appendix B of this report, along with an officer response.
- 4.14 Following the 2 objections received through the TRO process regarding the 1 hour waiting restrictions proposed on Grove Road South outside Nos. 50-52, highlighted in paragraph 4.6 of this report; these would remain as no-waiting restrictions. This addresses the concerns raised through the TRO objections and both objections have been withdrawn.

## **5. Recommendations**

- 5.1 The proposed scheme allows for road safety interventions to reduce casualties at this location as per our statutory requirements under section 39 of The Road Traffic Act 1988.
- 5.2 This proposed scheme also supports the delivery of the adopted Portsmouth Transport Strategy and strategic objectives, including prioritising walking and cycling within the city.

## **6. Integrated impact assessment**

- 6.1 A full integrated impact assessment is included with this report as appendix D.

## **7. Legal implications**

- 7.1 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

7.2 A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

7.3 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 All costs associated with the recommendations in this report are covered under the On Street Parking budget.

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Signed by:

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

.....

Signed by:

**Appendices:**

- Appendix A: The public proposal notice for TRO P004-24
- Appendix B: Public views submitted
- Appendix C: Plans for Elm Grove/Grove Road North/Grove Road South
- Appendix D: Integrated Impact Assessment



**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
Speed and Casualty Reduction Measures 2021/22 budget	<a href="#">Issue - items at meetings - LTP 2021/22 Casualty &amp; Speed Reduction Measures Portsmouth City Council</a>

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

.....  
*Signed by Councillor Candlish, Cabinet Member for Transport*  
**APPENDIX A - The public proposal notice for TRO P004-24**

**THE PORTSMOUTH CITY COUNCIL (ELM GROVE & GROVE ROAD SOUTH) (PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (ORDER 2024)**

Notice is hereby given that Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be:

Introduce Motor cycle parking only on Elm Grove, west of Grove Road North

Introduce No Waiting at Any Time on Elm Grove, east of Grove Road North

Reduce 1 hour waiting restrictions on Elm Grove, east of Grove Road North

Introduce 1 hour waiting restrictions on Grove Road South, south of Hendy Close

The reasons for the above changes are to allow the mandatory width for on-street cycle lanes, to be protected by Orca Wands.

Copies of the draft Order, plan and Statement of Reasons are available to view on Portsmouth City Council’s website: Search "Traffic Regulation Orders 2024" 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 P004-2024 within 21 days of the date of this Notice (i.e. by **10 April 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.

20 March 2024

**Felicity Tidbury**

**Assistant Director for Transport**

**Economy, Planning and Transport**