



Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 24th October 2024

Subject: Milton Market - Road Humps (Essex/ Middlesex/ Sussex Road)

Report by: Martin Lavers, Assistant Director (ETP)

Report author: Abi Kelly, Principal Project Manager (ETP)

Cabinet Member: Councillor Peter Candlish, Cabinet Member for Transport

Wards affected: Milton

Key decision: No

Full Council decision: No

1. Requested By

1.1 Report requested by the Cabinet Member for Transport.

2. Purpose Of Report

2.1 This report seeks a formal decision from the Cabinet Member for Transport to proceed with the proposed raised tables on Sussex Road and Middlesex Road junctions, adjacent to Eastney Road, Milton.

Recommendations

It is recommended that the Cabinet Member for Transport:

2.2 Approves the proposed raised tables on Sussex Road and Middlesex Road;

2.3 Notes the consultation and engagement undertaken within the wider community as part of the District Local Town Centre (DLTC) programme.

3. Background

3.1 Milton Market is a village community in Southsea which provides a mix of unique and independent businesses supplying the local community with a variety of services and everyday essentials. The businesses in Milton Market are accessible



to many residents and are fundamental in supporting the economic growth and development within the neighbourhood.

- 3.2 Three key junctions, Essex Road, Middlesex Road and Sussex Road have been identified as suitable locations to implement raised tables, thus enabling the transition of residents moving between the group of businesses along Eastney Road, also known as Milton Market.
- 3.3 The purpose of the proposed raised tables is to form a continuous level route across the three identified side roads to make it easier for people with additional mobility needs e.g. users of mobility scooters, wheelchairs and pushchairs to access local facilities.
- 3.4 Consultation was carried out with the local community as part of the District Local Town Centre (DLTC) programme in 2022/23. The project originally looked at continuous footpaths like those along Tangier Road. Due to funding constraints and lessons learnt the initial designs were updated to reflect the existing raised tables on the side roads of Fawcett Road (Orchard Road and Telephone Road).
- 3.5 Portsmouth City Council representatives attended a consultation event held on 22nd July 2024 at Eastney Community Centre to talk through the latest proposals and a public notice was issued on 30th July 2024 (ref: P047-24) for a period of 21 days advertising the new proposals and enabling any person wishing to make a representation to do so via email or post.
- 3.6 Following the public notice period, two representations were received, one supporting, one objecting.

Anonymous A:

"I saw this email address given for people who want to object to this proposal, but I would like to register my support for it if possible. This would be of great help to people with mobility issues while causing little or no obstruction to motorists, and I would like to see more of this"

Anonymous B:

"I would like to object to the following - Proposed Speed Humps: Milton, Essex Road and Suffolk Road

"I have seen so many near missing when the road is raised to the height of the pavement (Speed Humps) due to pedestrians assuming they have right of way and walking straight in from of a moving car. I'm genuinely surprised these are still being proposed and rolled out putting us in danger and risk."

Essex road it would heighten the risk of cars losing control due to the large angle of turning onto the main road the risk of all wheels not having contact with the road due to the speed hump. This would be a very poor place to put one and put pedestrians and road users at a far greater risk. If something would happen, I would be directing people to the city council due to the massive heightening of risk in



putting this hump on this particular road and knowing that it would make the cars/vans and lorries that use this particular road unstable.

The objector raised wider concerns not directly related to the scheme.

- 3.7 An email was sent to the objector to understand whether their objection was regarding the crossing improvement solely on Essex Road or whether it was in relation to all three junctions. The following response was received confirming that the objection was in response to all three proposed crossings.

"I am a resident of Essex road, I am also a pedestrian and a driver. I would be opposed to all as they are a risk to all, I have seen numerous people nearly get hit as they lift the car up at an angle to make it harder for the driver to see and also these roads are east and west facing so visibility when sun rise and sun set would make this even more tricky. The Essex road one in particular would be extremely unsafe due to the bend on this road. The bend would make it unsafe for me and others pedestrians and road users.

There are a few very dangerous decisions that have been put in place in our city that has put cyclists, drivers and pedestrians at risk in our city and this one is too close for comfort. If this goes for are you will be putting people's lives at risk."

4. Road Safety Audit (RSA)

- 4.1 A stage 1/ 2 road safety audit was completed on the design proposal to construct side road entry treatments including raised table features along A288 Eastney Road at the side road junctions with Essex Road, Middlesex Street and Suffolk Road with the aim of the improving pedestrian safety when crossing the side road junctions.

The A288 Eastney Road is a wide single carriageway distributor road within the Eastney district of Southsea, Portsmouth. It has several side road junctions along the road, of which three are the subject of this audit. It has footways and commercial/ retail development along both sides.

The road is a bus route and has a system of street lighting that introduces a 30mph speed limit. There are waiting restrictions present at all the side roads being amended by the scheme.

Essex Road, Middlesex Road and Suffolk Road are residential roads with terraced properties and footways subject to 20mph speed limits.

The following 'issues' were identified as part of the road safety audit and have been reviewed by our internal design team with the appropriate design response provided and the issue therefore being mitigated.

Stage 1/2 Road Safety Audit		
DESIGNER'S ROAD SAFETY AUDIT RESPONSE		
Scheme Name: Milton Road, Southsea, Portsmouth - District Centres Work (Updated layouts)		
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.		
RSA Matter	Summary of RSA Problem	Designer's Response [2024.09.12. EA/TL]
8.1	Manhole covers within area of tactile paving with no tactile paving on them.	Agreed. Stick on tactile paving to be added when required. Subject to approval of the asset owner (utility company) affected.
8.2	No hump warning signs detailed on Eastney Road for right turning drivers into side roads.	Agreed. Up-right signage on the southbound approach added.

Overall, there are no risks that would prevent the delivery of the proposed raised tables on Essex Road, Sussex Road and Middlesex Road. As per the designer's response amendments to the signage have been added into the design and stick on tactile paving can be applied where necessary over the manhole covers.

5. Reason For Recommendation

- 5.1** As a council we are committed to a greener and more sustainable City and by providing the community with improved crossing facilities and better access, not only will it support these initiatives but promote wellbeing and healthier habits alongside providing a boost to the local economy.
- 5.2** The proposed scheme supports the delivery of the adopted Portsmouth Transport Strategy and strategic objectives, including prioritising walking and cycling within the City.
- 5.3** The recommendation is to proceed with the delivery of two of the junctions, Sussex Road and Middlesex Road. Both are central to the local shops and independent businesses along the identified stretch of Eastney Road and will enable better connectivity for both pedestrians and cyclists within the area.
- 5.4** Essex Road will not be delivered. This has been carefully considered following a review of the three locations along Eastney Road. It is noted that Essex Road is a quiet residential road, it is one way with a narrower crossing point already in place and is not located in the central area of Milton Market.



Noting the objection raised regarding the use and behaviour of the proposed crossings, the new official highway code (2024), Rule H2 - Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists explicitly says;

"At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning."

6. Integrated Impact Assessment

- 6.1 An integrated impact assessment has been completed considering the impact on the Council's priorities and strategies. Consideration within this assessment was the importance of promoting healthy choices and improved wellbeing alongside encouraging sustainable travel.
- 6.2 The implementation of two new raised tables along Middlesex Road and Sussex Road will provide better accessibility to all whether traveling by foot or bike, prioritising them over cars, supporting the Healthy Streets initiative. The location of the two crossing points is key as it ensures connectivity between the local shops and businesses thus supporting the local economy.

7. Legal Comments

- 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 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.

7.5 "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."

8. Finance Comments

The funding for the Milton Market Road Humps is provided in the 2024/25 Capital programme approved by Full Council on 13th September 2024. It can be found under the Planning, Policy and City Development Portfolio, Line 4 Public Realm 2021/22.

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Signed by:

Appendices:

Design drawing ref: HWI1227-GA-07 (Draft)

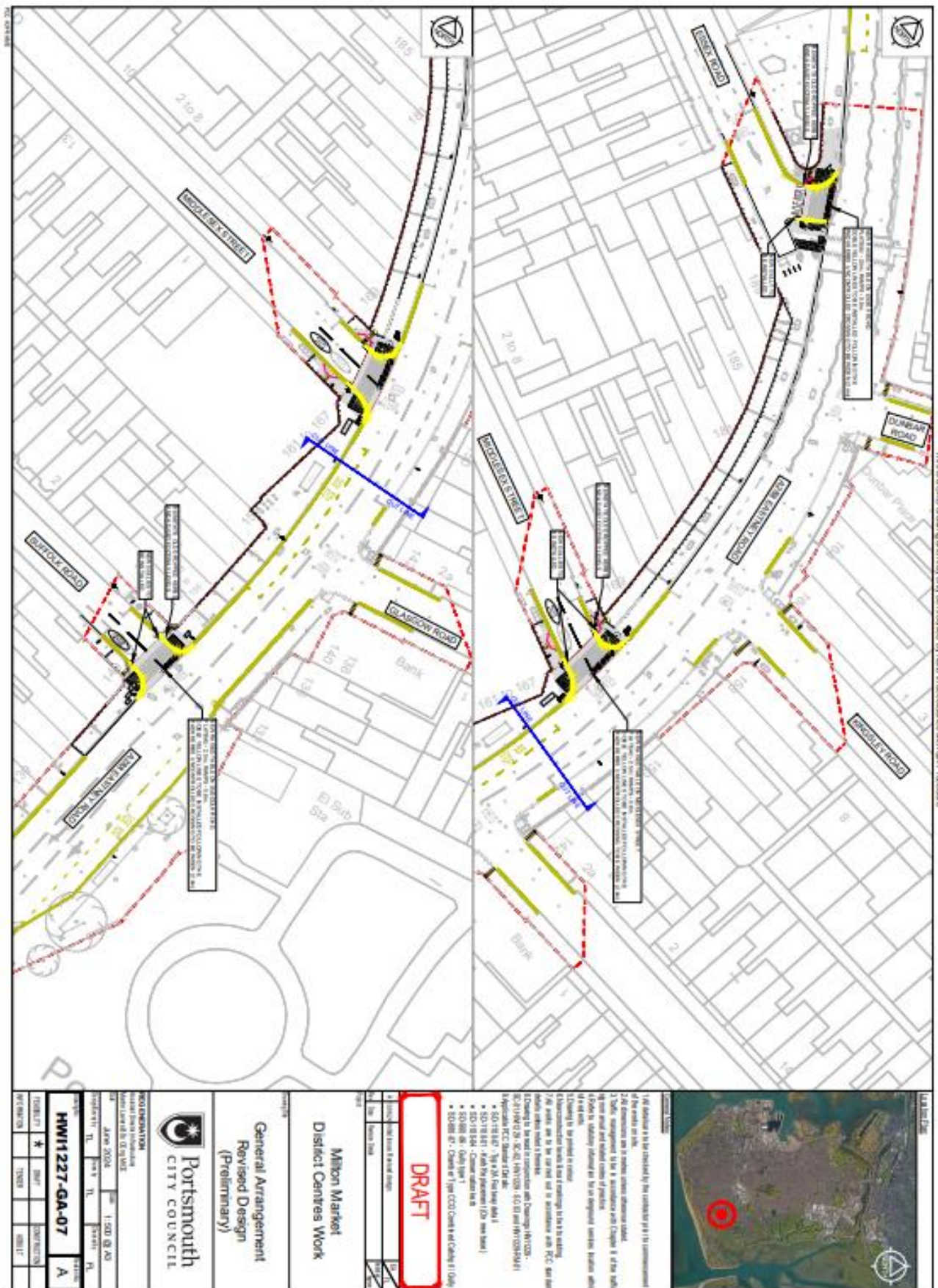
Background list of documents: Section 100D of the Local Government Act 1972

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

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

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Signed by:



This is a CAD drawing and may only be modified by hand in accordance with QA Procedures



DRAFT

1:500 (B.A.S.)

April 2024

Project: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T27, T28, T29, T30, T31, T32, T33, T34, T35, T36, T37, T38, T39, T40, T41, T42, T43, T44, T45, T46, T47, T48, T49, T50, T51, T52, T53, T54, T55, T56, T57, T58, T59, T60, T61, T62, T63, T64, T65, T66, T67, T68, T69, T70, T71, T72, T73, T74, T75, T76, T77, T78, T79, T80, T81, T82, T83, T84, T85, T86, T87, T88, T89, T90, T91, T92, T93, T94, T95, T96, T97, T98, T99, T100

Portsmouth City Council

Milton Market
District Centres Work

General Arrangement
Revised Design
(Preliminary)

Project: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T27, T28, T29, T30, T31, T32, T33, T34, T35, T36, T37, T38, T39, T40, T41, T42, T43, T44, T45, T46, T47, T48, T49, T50, T51, T52, T53, T54, T55, T56, T57, T58, T59, T60, T61, T62, T63, T64, T65, T66, T67, T68, T69, T70, T71, T72, T73, T74, T75, T76, T77, T78, T79, T80, T81, T82, T83, T84, T85, T86, T87, T88, T89, T90, T91, T92, T93, T94, T95, T96, T97, T98, T99, T100

Project: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T27, T28, T29, T30, T31, T32, T33, T34, T35, T36, T37, T38, T39, T40, T41, T42, T43, T44, T45, T46, T47, T48, T49, T50, T51, T52, T53, T54, T55, T56, T57, T58, T59, T60, T61, T62, T63, T64, T65, T66, T67, T68, T69, T70, T71, T72, T73, T74, T75, T76, T77, T78, T79, T80, T81, T82, T83, T84, T85, T86, T87, T88, T89, T90, T91, T92, T93, T94, T95, T96, T97, T98, T99, T100

