



Title of meeting: Cabinet Member for Transport Decision meeting

Date of meeting: 24 October 2024

Subject: Active Pompey Neighbourhoods (APN)

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

Report Author: Hannah Sillince - Strategic Transport Lead

Wards affected: Central Southsea

Key decision: No

Full Council decision: No

1 Purpose of report

- 1.1 The purpose of this report is to provide an overview of the Active Pompey Neighbourhoods (APN) Experimental Traffic Regulation Order (ETRO) to date and summarise the feedback and learning from the APN Project ETRO consultation phase.
- 1.2 To seek approval for the APN ETRO to be made permanent at Bramble and Talbot Roads, Southsea, Portsmouth.

2 Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Approves to proceed with the implementation of making the APN ETRO permanent at Bramble and Talbot Road;**
- 2.2 **Approves to proceed with the implementation of upgrading the current raised planters to ground level rain gardens on Bramble and Talbot Road.**

3 Background

- 3.1 Portsmouth City Council have produced a Local Transport Plan (LTP4) which was adopted by full council on 13 October 2021. The LTP4 strategy covers the period



2021- 2038 and sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements¹.

- 3.2 Policy H of the Transport Strategy focuses on introducing a network of active neighbourhoods that reduce through traffic in residential streets. The combination of residential streets that are safer to walk and cycle is a continuation of work that has been on-going in Portsmouth for a number of years and is key to encouraging more people to travel sustainably.
- 3.3 Policy G cites the establishment of a cohesive and continuous network of attractive, inclusive, safe, and accessible walking and cycling routes accompanied by cycle parking facilities, which the Active Pompey Neighbourhood adheres to.

4 Active Pompey Neighbourhood Proposals

- 4.1 The Active Pompey Neighbourhood proposals cover a series of measures across the APN area. The proposals were based on information gained from informal engagement with the community in October/November 2022, councillor correspondence and traffic surveys.
- 4.2 The proposals were then formally consulted on in March 2023 through an ETRO and adjustments were made to the proposals in recognition of this feedback.

APN proposals for Bramble Road/Talbot Road (Jessie Road to Fawcett Road) one-way system, contraflow cycling, planters and bicycle hanger.

- 4.3 Through early engagement with residents of the APN area it was identified that the volume of vehicles on this section of Talbot Road has caused congestion at the junctions of Jessie Road and Fawcett Road. This congestion has led to verbal altercations, vehicle stand offs, and poor driver behaviour.
- 4.4 It was proposed to make Bramble Road one-way eastbound, with the option of turning one way north or one way south on Talbot Road for motor vehicles. Bicycles would still be able to travel in both directions.
- 4.5 The scheme includes three creative spaces. This consists of one space on double yellow lines on the junction of Bramble Road/Fawcett Road. This area has been used for greening via recycled plastic planters.
- 4.6 Two existing car parking spaces at the junction of Talbot Road/Fawcett Road. This has been used for a bicycle hanger and greening via recycled plastic planters.
- 4.7 Options also included the possibility to change the temporary recycled planters to low level rain gardens if the scheme is made permanent.

¹ [Portsmouth Transport Strategy 2021-2038](#)

- 4.8** The Bramble Road/Talbot Road one-way system, the contraflow cycling, temporary planters and bicycle hanger which is detailed in Appendix A has been installed under an Experimental Traffic Regulation Order (ETRO).

Traffic Calming

- 4.9** An APN aspires to have quieter roads that prioritise active travel, reduce through traffic and manage the speed of existing vehicles driving in the area. Having quieter roads with reduced traffic improves road safety which encourages increased walking and cycling of all ages. Users also benefit from other outcomes including better air quality, increased biodiversity and more attractive streets which enable residents and users of the APN area to lead healthier lifestyles.
- 4.10** Prior to the implementation of the scheme a weeklong 24-hour speed count was conducted in the APN area, this was cross referenced with collision and volume data. Following the speed count, it was proposed to implement traffic calming measures in the following roads which all showed to have speeds higher than 24mph.

Road	Traffic Calming Measure
Fawcett Road (between Talbot Road and Chetwynd Road)	2 sets of speed cushions
Francis Avenue (between Orchard Road and Jessie Road)	3 sets of speed cushions with 1 raised uncontrolled crossing
Orchard Road (between Fawcett Road and Talbot Road)	4 sets of speed cushions
Talbot Road	4 sets of speed cushions
Sutherland Road	2 sets of speed cushions

- 4.11** All speed cushions are made from recycled tyre rubber. These are 'bolt down' which enables them to be moved if necessary. They are of a width so that most vehicles cannot straddle them. Gaps have been left between them to enable cyclists to travel through.
- 4.12** All proposed traffic calming measures detailed in Appendix A, were installed under a statutory speed hump notice.

5 Consultation Timeline

- 5.1** An informal consultation was held for six weeks in October/November 2022. The aim was to ask people where they saw the traffic issues in the APN area and what improvements they thought could be made.
- 5.2** This informal consultation consisted of an online survey, a door knock, a drop in event, guided walks around the area with a women's group, MAKE and QUAY. Young people at Priory School were consulted via a survey, with younger children



participating in a hands up survey at Devonshire Infants and Fernhurst Juniors. Parents at these three schools also had a chance to comment at an after-school pop up outside the school gates. A record of this engagement can be found in Appendix B.

- 5.3 Following the assessment of the informal consultation comments and the traffic surveys, a series of measures were proposed. These measures were consulted on from 6 March to 2 April 2023.
- 5.4 The feedback from the consultation was analysed and in August 2023 speed hump notices were advertised for 28 days in the local paper, on street and a statutory speed hump consultation was undertaken with residents on 18 August to 15 September 2023. This statutory speed hump consultation resulted in 9 representations of support and 2 objections as shown in Appendix C.
- 5.5 Following the statutory speed hump consultation, officers assessed the objections and due to the speed on the proposed roads it was recommended at the Transport Decision meeting held on the 16 November 2023 that the council would proceed with the speed humps. Final recommendations for the remaining Active Pompey Neighbourhood proposals were also made at the Transport Decision meeting.
- 5.6 All recommendations were approved at the Transport Decision meeting² with work agreed to commence in 2024 starting with the installation of the speed humps in February 2024 under a Traffic Regulation Order (TRO) followed by the remaining works installed under an Experimental Traffic Regulation Order (ETRO) which came into effect on 23 February 2024 with a 6-month consultation period which ran until 23 August 2024.

6 Results

APN ETRO Consultation Results

- 6.1 The feedback from APN ETRO consultation period which took place between 23 February and 23 August 2024 has been reviewed to ensure those who are directly affected by the proposals have had the opportunity to have their say and their feedback has been captured within this report.
- 6.2 The APN ETRO consultation resulted in 12 representations of support, 6 representations against some elements of the scheme and 11 suggestions for improvements to the scheme. These responses can be found in Appendix D.
- 6.3 No direct objections to the scheme have been received, however there were suggestions and comments given on current issues caused by the APN and suggestions of how to improve it further.

² [Active Pompey Neighbourhoods report.pdf \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/active-pompey-neighbourhoods-report)

- 6.4** We also received some feedback from the school streets consultation located within the APN which mirrored the themes of the APN ETRO feedback. This feedback can be found in Appendix E. It is also worth noting that number of parents/carers mentioned to the officers verbally that they consider Bramble Road as safer since it's been made one way.
- 6.5** Where concerns have been raised over drivers not adhering to the new layout, this will continue to be monitored and if additional measures are needed, they can be made at a later date.
- 6.6** Officers have assessed the comments, and since the improvements made within APN area reduced vehicle speeds as intended, it is recommended that the council proceed with approval to make the APN permanent.
- 6.7** The suggestions that have been made for additional works that were not in the scope of the APN project or part of the statutory speed hump consultation will be taken through the Transport Service feasibility process to determine suitability to be included in future schemes or funding bids.

Traffic Calming Results

- 6.8** Following the installation of speed cushions and a raised uncontrolled crossing another 24-hour speed count was undertaken to measure the effectiveness of the traffic calming measures as shown in the table below.

Road	2022		2024	
	85% Speed (mph)	Average Speed (mph)	85% Speed (mph)	Average Speed (mph)
Sutherland Road	29	23.5	18.4	14.3
Talbot Road	28.7	22.1	17.5	13.3
Orchard Road	28.6	20.6	19.3	14.6
Francis Road (North End)	24.3	20	15	12.2

- 6.9** These results demonstrate that there has been a reduction in driver speed on the roads where traffic calming measures have been introduced which supports the majority of resident feedback during the ETRO consultation.

Further Works

Extension of double yellow lines on Bramble and Talbot Rd

- 6.10** During the APN ETRO consultation Bramble school waste contractor fed back that, the new layout has affected the route for waste collection. This has led to issues in



them being able to navigate the junction of Bramble and Talbot Road and subsequently made collection difficult.

- 6.11** Following this feedback we have proposed an improvement to the Bramble and Talbot Road junction by extending the double yellow lines which will allow for better large vehicle turning. Plans are shown in Appendix F. This will be installed under a further Traffic Regulation Order (TRO) which has been published on 4 October with a 21-day consultation period ending on 24 October 2024.

Rain Gardens

- 6.12** In the consultation for the APN, it was proposed that the raised recycled planters currently being watered by the community could be replaced with low maintenance, ground level rain gardens that are designed to utilise rain water that runs off of the road to water the plants. If the APN is approved to be made permanent the intention is to install these over the coming months.

7 Reasons for Recommendations

- 7.1** As outlined in the Local Transport Plan (LTP4) Portsmouth City Council is committed to establishing a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes with neighbourhoods that prioritise active travel and reduce through traffic in residential streets.
- 7.2** The Active Pompey Neighbourhood has successfully achieved these ambitions with data and feedback from the consultations showing a reduction in vehicle speeds and poor driver behaviour, a decrease in through traffic, improved active travel facilities, safer walking routes and spaces for greenery. These improvements not only improve the neighbourhood for the residents but also the experience for users of this area.
- 7.3** The key to the success of the project has been through extensive consultation with residents and users of the APN area in which they have been involved from the beginning concept of an Active Pompey Neighbourhood to the built designs. The consultation process in conjunction with implementing the scheme through an ETRO has given us the opportunity to adapt the designs and trial their effectiveness to ensure they align with our council objectives whilst meeting the needs of the people using this area.
- 7.4** We have received positive feedback about the current scheme, increased involvement from community groups within the area to help maintain the scheme and the majority of the suggestions received have been to implement further traffic calming measures in surrounding roads which shows there is an appetite for future APN projects.

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
- 8.8** An ETRO may include a provision empowering a specified officer of the authority to modify any provision of the order if it appears to him essential:
- (i) In the interests of the expeditious, convenient and safe movement of traffic;
 - (ii) In the interests of providing suitable and adequate on-street parking facilities; or
 - (iii) for preserving or improving the amenities of the area through which any road traffic affected by the order runs.
- 8.9** The power may only be exercised after consulting the appropriate chief officer of police. A statement of the effect of any such modification should also be included with the deposited documents
- 8.10** The usual provisions whereby an ETRO can be made permanent without the need for further consultation will not apply if any variation or modification is made more than 12 months after the order was made.
- 8.11** 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 police 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.



9 Director of Finance's Comments

9.1 The cost of implementing the recommendations in this report will be funded through Line 43 - LTP 4 in the Transport Capital Programme agreed by Full Council on 13th February 2024. Further detail can be found in the [LTP4 2024 2025 Implementation Plan](#) agreed on the 20th March 2024.

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Signed by:

Appendices:

- Appendix A: Scheme Designs (as built)
- Appendix B: Public Consultation
- Appendix C: Statutory Speed Hump Consultation Results
- Appendix D: ETRO Consultation Feedback
- Appendix E: School Streets Feedback
- Appendix F: Double Yellow Line Extension Designs

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
Road Traffic Regulation Act 1984	Road Traffic Regulation Act 1984 (legislation.gov.uk)
The Local Authorities Traffic Orders Procedure	The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (legislation.gov.uk)
Portsmouth Transport Strategy	Portsmouth Transport Strategy 2021-2038

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

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Signed by: