

PUBLIC NOTICE



Statement of Reasons

Traffic Regulation Orders for Clarence Esplanade – Coastal Defence Scheme (Frontage 3)

Portsmouth City Council proposes to implement permanent Traffic Regulation Orders (TROs) as part of the Southsea Coastal Defence Scheme, specifically for **Frontage 3 (Southsea Common)**. This section of the scheme runs approximately 780 metres from Hovertravel in the west to Blue Reef Aquarium in the east. The design was approved by Planning in 2019 and forms part of the UK's largest local authority-led coastal defence project, aimed at replacing aging sea defences that currently leave 10,000 homes, 704 commercial properties, and critical infrastructure at risk of coastal flooding.

The TROs are essential to deliver the Coastal Defence Scheme safely and effectively, ensuring compliance with statutory obligations, improving road safety, and supporting Portsmouth's long-term transport and environmental objectives.

Purpose

The TROs are necessary to:

- **Facilitate construction and permanent layout changes** required for the coastal defence works, ensuring compliance with the approved design and planning conditions.
- **Improve road safety** by introducing a **20mph speed limit**, a **one-way westbound system**, and **traffic calming measures** in accordance with Section 1 of the Road Traffic Regulation Act 1984, which allows orders to be made for avoiding danger to persons or traffic and for facilitating the passage of traffic.
- **Enhance pedestrian and cyclist safety** through the introduction of two "Tiger" crossings (combined pedestrian and cycle crossings) and a segregated two-way cycle lane, aligning with the Council's statutory duties under the Road Safety Act 2006 to consider vulnerable road users.
- **Reduce congestion and emissions** by changing the road alignment and implementing a one-way system, supporting Portsmouth's Local Transport Plan and national objectives under the Traffic Management Act 2004 to secure the expeditious movement of traffic.
- **Preserve access and amenity** by retaining disabled parking bays and providing improved crossing points near the Royal Naval War Memorial, in line with the Equality Act 2010 and the Highways Act 1980 duty to maintain safe and convenient passage for all users.

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Key Measures

- Reduction of speed limit from 30mph to 20mph on Clarence Esplanade and Long Curtain Road.
- Introduction of one-way working westbound from Serpentine Road to Clarence Pier.
- Reconfiguration of parking to maintain echelon bays
- Relocation and resizing of bus stops and loading bays to improve operational efficiency.
- Implementation of “no waiting and no loading” restrictions at critical points to maintain traffic flow and safety.
- Surface changes and raised highway sections to integrate flood defence structures while maintaining safe road conditions.

Legal Basis

These proposals are made under the **Road Traffic Regulation Act 1984 (Sections 1, 2, and 84)**, which empower local authorities to regulate traffic for safety, environmental, and operational reasons. The measures also support duties under:

- **Road Safety Act 2006** – improving safety for all road users.
- **Traffic Management Act 2004** – ensuring efficient traffic movement.
- **Equality Act 2010** – maintaining accessibility for disabled users.
- **Highways Act 1980** – safeguarding public rights of passage.