

STATEMENT OF REASONS

HEWETT ROAD AND KENSINGTON ROAD (WAITING RESTRICTIONS)

Portsmouth City Council proposes to make a Traffic Regulation Order (TRO) to:

- (i) extend the existing “No Waiting at Any Time” restrictions at the crossroads junction of George Street and Ernest Road;
- (ii) extend the existing “No Waiting at Any Time” restrictions at the T-junction of Hewett Road and Kensington Road; and
- (iii) introduce waiting restrictions on Hewett Road adjacent and opposite the designated service access for Mayfield School.

Purpose and Context

The proposals are brought forward to improve road safety and network operation by protecting junction sight lines, preventing obstructive parking at pedestrian crossing points, and maintaining unobstructed access for service vehicles at the school service entrance on Hewett Road. The measures will also complement pedestrian infrastructure (dropped kerbs and tactile paving) on routes used by pupils and the wider community accessing Mayfield School.

Legal Powers and Duties

This Order is promoted under the Road Traffic Regulation Act 1984 (RTRA 1984). In particular:

- **Section 1** permits the Council to make TROs where it is expedient for avoiding danger to persons or other traffic or for facilitating the passage on the road of any class of traffic (including pedestrians).
- **Section 2** sets out what a TRO may provide, including prohibitions or restrictions on waiting necessary to meet the safety and movement objectives.
- **Section 122** requires the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), while having regard to the factors listed in s.122(2), including the provision of suitable and adequate parking facilities.

Any road markings and associated signing will be provided and maintained in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)

A) George Street / Ernest Road (Crossroads) – Proposed Extension to 10 metres in each direction

Reason: To keep pedestrian dropped kerbs clear of parked vehicles to enable wheelchair and pushchair users to cross safely, and to improve intervisibility between road users at the junction. Extending “No Waiting at Any Time” for 10 metres from each arm of the crossroads is a proportionate preventative measure that addresses recurring obstruction at the crossing points and meets the RTRA 1984 tests of avoiding danger and facilitating the passage of traffic (including pedestrians).

B) Hewett Road / Kensington Road (T-junction) – Proposed Extension to 10 metres in each direction

Reason: To improve road safety by increasing visibility for road users at the junction, which lies on a designated pedestrian route to Mayfield School and is supported by a School Crossing Patrol. The restriction protects sight lines for drivers and pedestrians, reduces turning conflicts, and assists in the safe and convenient movement of traffic consistent with s.122 duties.

C) Hewett Road – Waiting Restrictions Adjacent and Opposite the Designated Service Access to Mayfield School

Reason: To maintain unobstructed access to the designated service entrance on the south side of Hewett Road (opposite Nos. 105/107) for vehicles serving Mayfield School, including large delivery vehicles, waste/recycling (including skips), contractors, community/lettings vehicles, and school minibuses. The entrance is in frequent use (typically six days a week from approximately 06:30 to 22:00, with larger vehicles requiring weekday access 06:30–16:30). Larger vehicles require the full carriageway width to turn into and out of the access; parking adjacent and opposite to the access has led to several near misses and a previous collision in which a euro-bin lorry struck and collapsed the entrance wall. Although the wall has been rebuilt with a marginally wider opening, unsafe parking close to the access continues to cause operational and safety issues. The proposed waiting restrictions will preserve the swept path required for safe manoeuvring, avoid the likelihood of danger, facilitate servicing, and improve network reliability in accordance with the RTRA 1984.

Statutory Considerations (RTRA 1984, s.122)

In promoting these measures, the Council has had regard to its duty under section 122 of the RTRA 1984. The proposals support the expeditious, convenient and safe movement of traffic (including pedestrians), enhance safety

at junctions and crossings, and maintain reliable access to school servicing facilities. Any impact on on-street parking is considered outweighed by the safety, accessibility and network management benefits at these locations.