

Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting

Date of meeting: 29th September 2016

Subject: A2047 Corridor (Fratton Road, Kingston Road and London Road) Junction Treatments - Raised Tables

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Hilsea, Nelson, Fratton, Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider responses to the public consultation on proposals to implement traffic calming on the following A2047 (Fratton Road, Kingston Road and London Road) corridor junctions: Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
- (1) approves the implementation of raised tables at the A2047 Corridor Junctions with Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.

3. Background

- 3.1. Following a request from the local ward councillors and residents concerned about cycle safety, a consultation was undertaken with residents on the introduction of traffic calming on the following A2047 (Fratton Road, Kingston Road and London Road) corridor junctions: Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road. These junctions form part of a wider scheme (12 junctions in total detailed in Appendices 1&2) along the route. The other junctions utilise surfacing and lining treatments only and therefore formal consultation is not necessary.
- 3.2. The A2047 corridor is currently the highest casualty route for cyclists in Portsmouth. During the 5 year period 2011 to 2015 there have been 103 (25 serious) cycle collisions. This equates to an average of 38 collisions per mile which is 3.5 times greater than the average 11 cycle collisions per mile for the rest of Portsmouth's 30mph road network.

- 3.3. Of the 103 cycle collisions in 2015, 76% occurred at junctions. The four A2047 corridor junctions (Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road) experience high volumes of non-residential traffic, increasing the risk to cyclists. Implementing raised tables at these junctions will act as a deterrent to vehicles using the residential roads instead of the strategic road network, and will slow vehicles entering the junctions.

4. **Reasons for recommendations**

- 4.1. Implementing raised tables within the A2047 junctions with Washington Road, Clyde Bank Road, Powerscourt Road, Stamford Street and Queens Road, received the majority of votes from those residents that participated within the consultation.
- 4.2. The combination of surfacing, lining and the implementation of traffic calming methods within the junctions will seek to increase road safety through reduced speeds and promote better traffic discipline to provide a safer environment for all road users.

5. **Consultation**

- 5.1 A postal consultation was carried out with residents within the affected areas during March 2016. The results were as follows:

Clydebank & Powerscourt

From the 199 households consulted 13 responses received (a return of 6%).
The breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 12 responses
(92%)
No, I would not support proposed traffic calming & improvements - 1 response
(8%)

Queens Rd

From the 87 households consulted, 6 responses received (a return of 7%). The
breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 5 responses
(83%)
No, I would not support proposed traffic calming & improvements - 1 Response
(17%)

Stamford St

From the 104 households consulted, 6 responses received (a return of 6%)

The breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 5 responses
(83%)

No, I would not support proposed traffic calming & improvements -1 response
(17%)

Washington Rd

From the 75 households consulted, 18 responses received (a return of 24%)

The breakdown of the results is as follows:

Yes, I would support proposed traffic calming & improvements - 17 responses
(94%)

No, I would not support proposed traffic calming & improvements -1 response
(6%)

6. Equality Impact Assessment

- 6.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

7. Legal implications

- 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 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations").
- 7.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.
- 7.5 The local authority have a duty under the Regulations to consult with the following persons:

- (a) The Chief Officer of Police for the area which the proposed changes are situated;
- (b) people and organisations who are likely to be affected by the proposed changes; and
- (c) any other person likely to be affected by the traffic calming works.

7.6 Legal Services have been instructed that this Regulation has been suitably adhered to.

7.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:

- (a) there will be no change to the speed limit; and
- (b) there will be no change to the direction of the traffic.

8. Director of Finance's comments

8.1 This scheme forms part of the Local Transport Plan and Road Safety capital scheme which was approved as part of the overall Capital Programme 2015/16 to 2020/21, by Full Council on 9th February 2016.

8.2 The Local Transport Plan and Road Safety capital scheme has a budget of £82,311 for A2047 Junction Cycle Treatments, and focuses on junction treatments along A2047 to improve cycle safety. The costs of implementing the recommendations contained within this report, are anticipated to be contained within that amount.

.....
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

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
NIL	

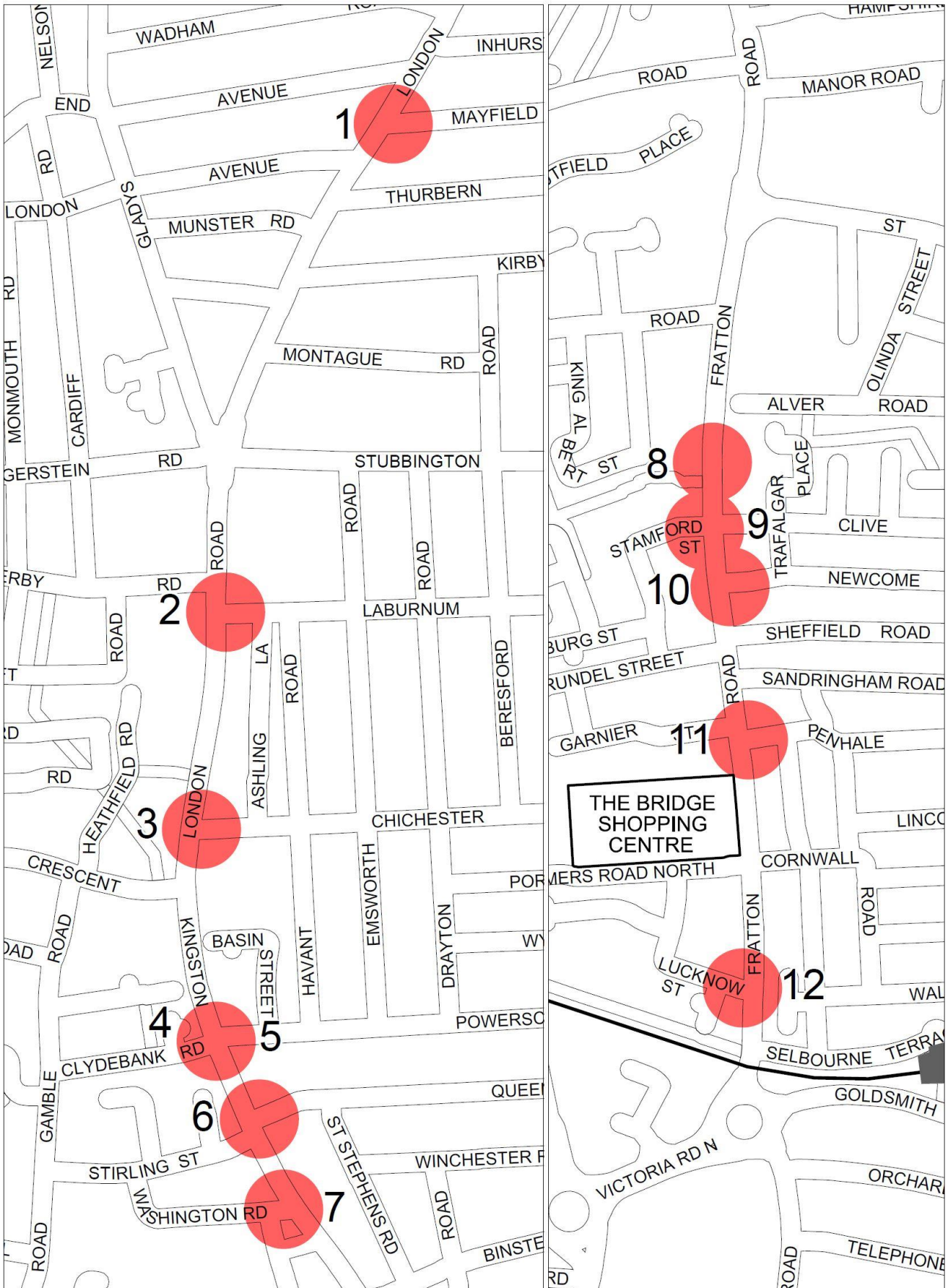
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....

Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendices:
APPENDIX 1 - Locations of schemes
APPENDIX 2 - Design of identified junctions
APPENDIX 3 - Preliminary Equality Impact Assessment

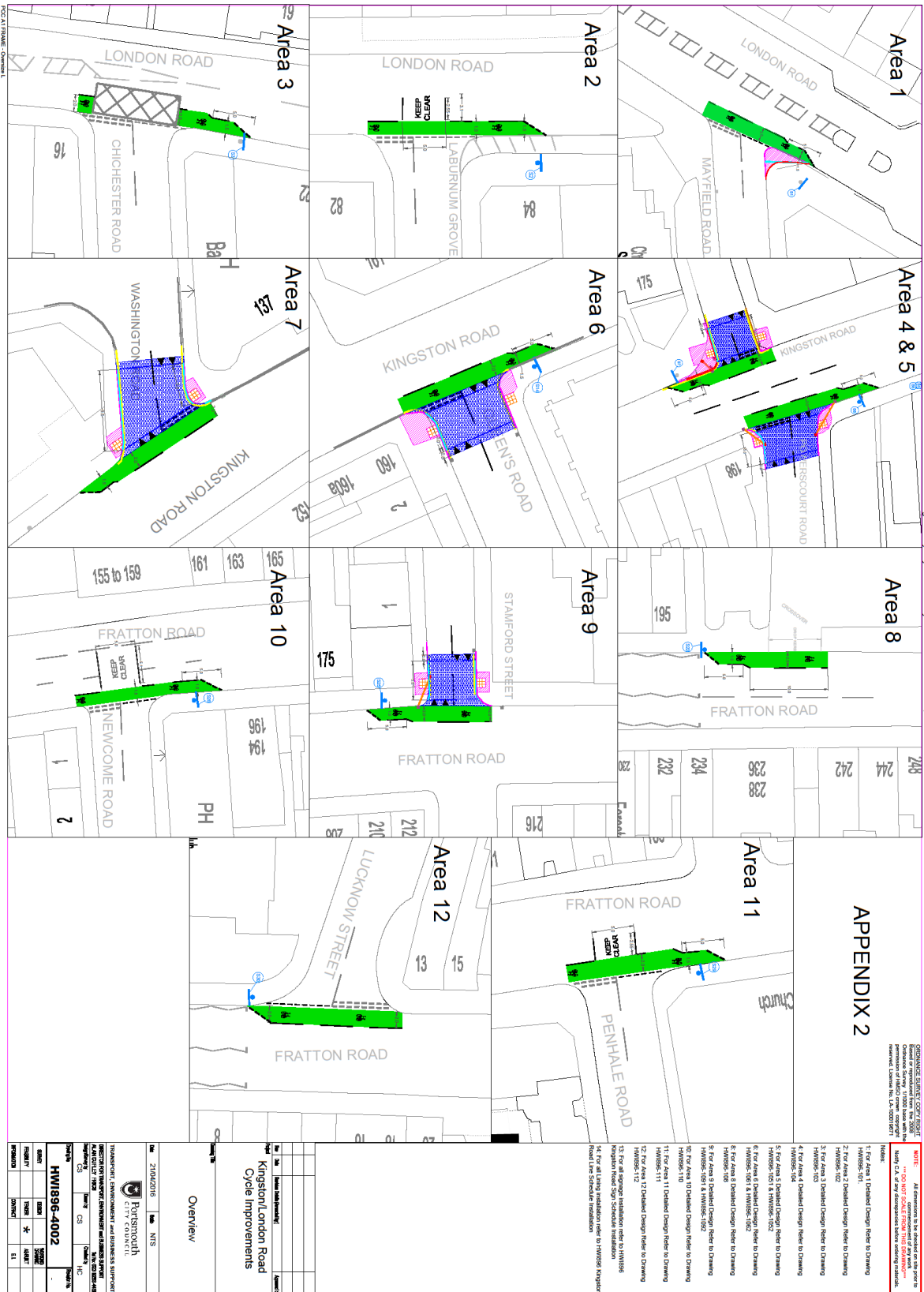
APPENDIX 1 - Locations of Schemes



Based on or reproduced from Ordnance Survey 1:1250 Base Map with the permission of HMSO © Crown copyright reserved. Licence No. 100019671

Scale: 1:5,000 @ A4

APPENDIX 2 - Design of identified junctions



This is a C.A.D. drawing and may only be modified by hand in accordance with O.A. procedure

CONSULTANT'S SIGNATURE/COMPANY SEAL
DRAWN: SHERWIN 1/2020
CHECKED: SHERWIN 1/2020
DATE: 1/2020
PROJECT: Kingston London Road Cycle Improvements
DRAWING NO: 11/2020/001

APPENDIX 2

- NOTE:** All responses to be checked on site prior to construction. If any changes are required, please contact the project manager. If any changes are required, please contact the project manager.
- 1. For Area 1 Detailed Design Refer to Drawing HW0909-101
 - 2. For Area 2 Detailed Design Refer to Drawing HW0909-102
 - 3. For Area 3 Detailed Design Refer to Drawing HW0909-103
 - 4. For Area 4 Detailed Design Refer to Drawing HW0909-104
 - 5. For Area 5 Detailed Design Refer to Drawing HW0909-105 & HW0909-106
 - 6. For Area 6 Detailed Design Refer to Drawing HW0909-107 & HW0909-108
 - 7. For Area 7 Detailed Design Refer to Drawing HW0909-109
 - 8. For Area 8 Detailed Design Refer to Drawing HW0909-109 & HW0909-110
 - 9. For Area 9 Detailed Design Refer to Drawing HW0909-110
 - 10. For Area 10 Detailed Design Refer to Drawing HW0909-111
 - 11. For Area 11 Detailed Design Refer to Drawing HW0909-112
 - 12. For Area 12 Detailed Design Refer to Drawing HW0909-112
 - 13. For all other junctions refer to HW0909-113
 - 14. For all other junctions refer to HW0909-113

No.	Drawn/Checked/Reviewed	Date	Comments

Overview
Kingston/London Road
Cycle Improvements

201 ZHANGDING NTS
Portsmouth
CITY COUNCIL
TRANSPORT ENVIRONMENT AND BUSINESS SUPPORT
DEPARTMENT
PROJECT MANAGER: SHERWIN
PROJECT NO: HW1896-4002
DATE: 1/2020

NAME	ROLE	STATUS

HW1896-4002