

Agenda item: **Title of meeting:** Traffic and Transport Decision Making Meeting**Date of meeting:** 12th March 2014**Subject:** Battenburg Avenue Traffic Calming Scheme**Report by:** Sam Francis**Wards affected:** Hilsea Ward**Key decision:** No**Full Council decision:** No**1. Purpose of report**

To consider the responses to the public consultation regarding the proposals to implement traffic calming within Battenburg Avenue.

2. Recommendations

- 2.1 That Option 1, consisting of four sets of two speed cushions from the bend east of Kearsney Avenue to just east of the Cliffdale Primary School within Battenburg Avenue, is considered for implementation;
- 2.2 That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed installation of traffic calming within Battenburg Avenue;

3. Background

- 3.1 Correspondence was received from Councillor Fazackarley on behalf of a resident of Battenburg Avenue in June 2012 raising concerns for the perceived high speeds of vehicles within the 20mph limit observed in this road. A survey was taken in April 2011 and highlighted that the average speeds were 25mph eastbound and 25mph westbound with an 85th %ile of 30mph eastbound and 30mph westbound. These figures highlight a speed issue within Battenburg Avenue and show an increase in speeds since 2008 (when the average speed was 20mph eastbound and 23mph westbound with an 85th %ile of 23mph eastbound and 26mph westbound) when the scheme was introduced.

Portsmouth City Council have been asked to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Battenburg Avenue. For an example of the consultation form please refer to Appendix A.

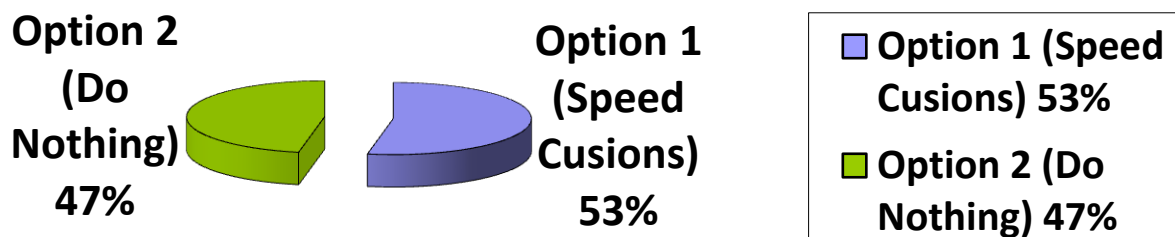
- 3.2 Battenburg Avenue is a heavily trafficked road due to the location of Cliffdale Primary School, St Nicholas Church, Willows childcare centre, family centre and clinic present which brought about further concerns for the safety of children/pedestrians. There is parking along both sides of the road. Residents have complained of it being utilised as a 'rat-run' by traffic wishing to access London Road from Copnor Road and vice-versa. Battenburg Avenue, along with surrounding residential roads within the vicinity, is part of the citywide 20mph speed limit which was implemented in October 2007.
- 3.3 An analysis of accident data recorded by Hampshire Constabulary over the 5 year period 31st December 2008 to 31st December 2013 indicates that there have been 2 accidents within Battenburg Avenue. Both of these incidents have been recorded as 'slight' in accident severity and 'slight' in casualty severity. Both accidents involved a pedestrian. The pedestrian in accident number 1 ran out from between two parked cars into the path of a taxi. The second accident involved a car traveling east along Battenburg Avenue pulling over to the North Kerb to allow another vehicle to pass as the vehicle moved off the pedestrian who was on a skateboard, travelling south between parked cars, collided with the nearside of the vehicle.
- 3.4 A postal consultation was carried out with residents of Battenburg Avenue and the adjoining roads at the end of 2013 to the beginning of 2014. The two options were; Option 1 - Implementation of speed cushions in Battenburg Avenue and Option 2 was for the existing layout of Battenburg Avenue to remain. The results were as follows:-

Portsmouth City Council sent out 180 consultation letters and voting forms to the residents within the area. From the 180 letters addressed to residents we received 96 completed voting forms (a return of 53%). The breakdown of the results is as follows:

Option 1 - Implementation of speed cushions in Battenburg Avenue – received 51 votes from residents in Battenburg Avenue and adjoining roads (53% of the returns)

Option 2 - That the existing layout of Battenburg Avenue remains unchanged – received 45 votes from residents in Battenburg Avenue and adjoining roads (47% of the returns)

Scoring of Proposed Options Battenburg Avenue Traffic Calming - from all received voting forms



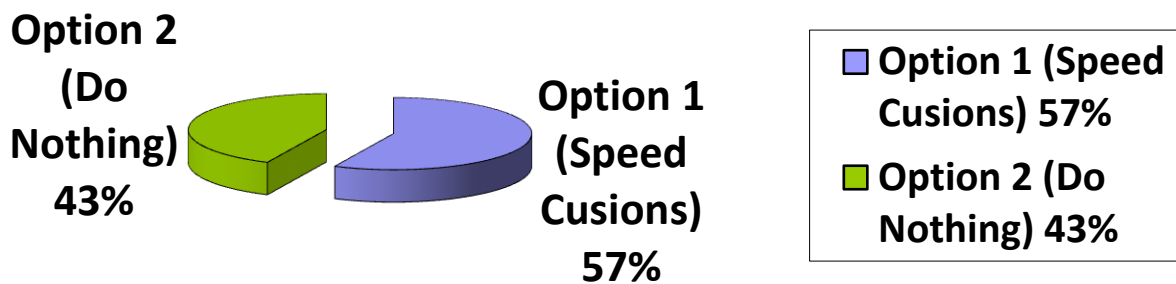
Battenburg Avenue returns – Out of the received voting forms 72 votes were from residents in Battenburg Avenue - 75% of the returns)

Results from Battenburg Avenue only are as follows:

Option 1 - Implementation of speed cushions in Battenburg Avenue - From Battenburg Avenue residents only received 41 votes (57%)

Option 2 - That the existing layout of Battenburg Avenue remains unchanged – From Battenburg Avenue residents only received 31 votes (43%)

Scoring of Proposed Options Battenburg Avenue Traffic Calming - from Battenburg Avenue residents ONLY



OUTCOMES of Consultation:

Further comments were received from 53 residents via their voting forms. These expressed views on the implementation of the speed cushions and highlighted perceived issues within Battenburg Avenue. The main issues of concern and views are listed below along with Engineers comments.

Comments - Residents	Response - Engineers
Parking appears to be more of a concern for residents. Residents find it hard to park near their property due to the school and local facilities staff and visitors parking.	Parking provides natural traffic calming due to drivers having to pull over to let other vehicles pass.
A lot of residents are happy that the parking slows down the traffic.	Parking acts as a natural traffic calmer as above.
Concerns for the road being used as a 'Rat Run' especially by Taxis.	Speed humps will reduce rat running however it is worth considering that the rat running traffic will disperse to another appropriate road therefore increasing the traffic travelling in their preferred road.
Concerns over the speed cushions causing noise and vibration	Department for Transport - Traffic Advisory Leaflet 4/94 - The presence of a speed cushion can result in a substantial drop in traffic noise levels. The maximum vehicle noise for light vehicles can also be reduced, as a result of light vehicles slowing down at the cushion.
Willows Nursery highlighted that It is	Agreed. There is an alternative route to

important for consideration to be made in the decision making process that children are delivered to their school 3 times a day by minibus. If speed cushions are in place it is essential that they will not harm young children with disability travelling by mini bus.	access the school if needed.
Would rather catch the speeders using speed watch.	Volunteer speed watch applications available. 8 people opted to become Volunteers for the Speed Watch campaign.
Can Battenburg along with other roads be made into one-ways?	One way tends to increase speed without other forms of speed reduction measures.
Will add more clutter to the road	Agreed but they offer a safer environment for all road users, residents and visitors of Battenburg Avenue.
Make Battenburg Residential Parking	School staff etc will still be allowed to park within the residential parking limit plus as mentioned before, parked vehicles act as a traffic calming measure.

For all residents comments and responses please refer to Appendix B.

4. Reasons for recommendations

- 4.1 Option 1 (Install Speed cushions) received 6 more votes than Option 2 (Leave the existing layout in Battenburg Avenue as it is). This proposal of installing four sets of two speed cushions from the bend east of Kearsney Avenue to just east of the Cliffdale Primary School would improve safety for local residents and pedestrians attending Cliffdale Primary School, Willows Children's Centre, Family Centre and Clinic. Please refer to Appendix C for a copy of the proposed speed cushions.
- 4.2 The proposals would decrease traffic speeds within Battenburg Avenue;
- 4.4 The proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life.

5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010."

6. Legal Implications

- 6.1 *Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to pedestrians or other traffic using the highway, 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.*
- 6.2 A proposed TRO must be advertised over a three 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 on whether or not to make the order.

7. Finance Comments

- 7.1 The proposed Battenburg Avenue traffic calming scheme: Option 1 (Install Speed cushions) will cost in the region of £15,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Transport Plan.

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Signed by:

Appendices:

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
Consultation Form	Appendix A
Summary of Consultation Results	Appendix B
Plan of proposed speed cushions	Appendix C

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

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Signed by: