



Title of meeting: Cabinet Member for Traffic and Transportation
Date of meeting: 12th March 2014
Subject: Henderson Road Proposed Traffic Calming Scheme
Report by: Head of Transport & Environment
Wards affected: Eastney & Craneswater
Key decision No
Full council decision: No

1. Purpose of report

1.1 To consider the proposed options for traffic calming within Henderson Road and submit the options for public consideration and consultation.

2. Recommendations

2.1 **That Options 1, 2, 4 and 'Do Nothing' are submitted to residents for consideration for implementation within Henderson Road;**

2.2 **That once the consultation has been completed, the results are submitted to the Cabinet Member for Traffic and Transportation portfolio decision meeting for consideration for implementation.**

3. Background

3.1 Following a request from several of the Local Councillors, Portsmouth City Council would like to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Henderson Road. Traffic surveys have been carried out within Henderson Road to ascertain if this is an issue with traffic exceeding the 20mph speed restriction implemented within the area.

3.2 Henderson Road is a very wide and open road with the majority of properties benefiting from off street parking. The width of the road is approximately 9.75m where the majority of residential roads within the city measure approximately 7.0m. Henderson Road is a long road in length with no give way priorities other than at the entry and exit points at each end. It is straight in nature which affords

good visibility of approaching traffic. It is subject to a 20mph speed limit which was implemented in October 2007 as part of the citywide 20mph speed limit. Since that time, several traffic surveys have been conducted within Henderson Road to detect the average speed of vehicles utilising the area and traffic counts.

- 3.3 Representations have been received from local residents and Councillors who have raised concerns around speeding vehicles travelling along the road in opposite directions. In addition, residents perceive that their road is being used as 'rat-runs' to avoid delays in travelling times.
- 3.4 Traffic surveys to ascertain both the average speeds and 85th percentile speeds were carried out within Henderson Road in November 2013. The surveys recorded average speeds of 23mph and an 85th percentile speed of 29mph for all traffic. This survey was undertaken by Hampshire Constabulary on behalf of the City Council.
- 3.5 An analysis of accident data recorded by Hampshire Constabulary over the 5 year period 07th June 2009 to 01st Sept 2013 indicates that there have been 6 accidents within the area of Henderson Road. Of these accidents 4 have been recorded as 'serious' with the remaining 2 accidents being recorded as slight.
- 3.6 Following the concerns raised, Portsmouth City Council have prepared four potential traffic calming schemes to be considered for consultation with both Local Ward Councillors and residents. They are as follows :-

Option 1 - Proposed construction of gateway and entry treatments within Henderson Road – Entry treatments have been developed for use at side roads so that drivers leaving a major road are in no doubt that they are entering a road of a different character. The proposed design of the entry treatments incorporates the construction of build-outs/pinch-points and areas of coloured carriageway surface. The proposed build-outs create a pinch-point encouraging vehicles to reduce their speeds to negotiate the obstacle. They also provide a safe refuge for pedestrians, improving their visibility of approaching traffic and making them more visible to approaching motorists. The change in coloured surface highlights a pedestrian desire line/crossing point but also creates a perceived traffic calming obstacle encouraging approaching vehicles to reduce speeds. The proposed build-outs will be constructed within the existing double yellow line restrictions. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 2 - Proposed construction of raised tables at the junctions within Henderson Road – The proposed raised tables form a road hump which will occupy the full width of the carriageway in which it is to be constructed. The advantage of this proposal is that the raised table ensures a reduction of vehicle speeds as traffic has to negotiate a vertical deflection and change in height within several locations to travel the full length of Henderson Road. The location of the flat top road humps also assist with pedestrian movements through the area as they improve visibility of pedestrians to approaching traffic and also improve the pedestrians' visibility of approaching traffic. The flat top road humps also allow traffic to park within the vicinity and does not affect the existing on-street parking facilities. The vertical deflection and constant changes in carriageway level prevents vehicles from having a clear area through the area and the opportunity to achieve high speeds in excess of the 20mph speed limit. The proposed build-

outs will be constructed within the existing double yellow line restrictions. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 3 - Proposed construction of priority gateways/chicanes within Henderson Road – The advantage of this proposal is that it does not require a ramp or change of height that is used for a road hump. If a driver slows down enough then the gateway and chicane can be negotiated without discomfort. The chicane allows access for all vehicles although larger vehicles are required to slow down more than smaller vehicles. The priority at these gateways alternates between eastbound and westbound traffic to ensure that vehicles travelling along Henderson Road have to give way to on-coming vehicles. This prevents vehicles from having a clear path through and prevents them from having the available distance to achieve high speeds in excess of 20mph. Unfortunately, this proposal will reduce the number of available on-street parking spaces.

Option 4 - Proposed construction of both gateway and entry treatments and raised tables within Henderson Road - This proposed option will consist of a combination of both Option 1 and Option 2. The proposed build-outs will be constructed within the existing double yellow line restrictions and the road humps will be flat topped. This will mean that there will be no effect regarding the existing on-street parking facilities.

Option 5 - That the existing layout of Henderson Road remains unchanged - As part of any scheme proposed by the City Council an option to leave the existing layout of the carriageway must be considered.

4. Reasons for recommendations

- 4.1 Option 3 (priority gateways/chicanes) will have a negative impact within Henderson Road due to the amount of road space required to construct the traffic calming facilities. This will result in an increase in the loss of on-street parking facilities due to the restrictions required to allow the gateways/chicanes to operate. Therefore it is recommended that this option is removed for the proposed consultation;
- 4.2 The proposals would improve safety for local residents and pedestrians within Henderson Road;
- 4.3 The proposals would seek to decrease traffic speeds within Henderson Road;
- 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 comments

6.1 The proposals within the report engage an appropriate consultation exercise and appropriately outline options available- there are no additional legal comments required at this point.

7. Head of finance’s comments

7.1 The recommendation of the report are that options 1, 2, 4 & 'Do Nothing' are proposed to residents for consideration for implementation within Henderson Road. All of these options are within the £120,000 budget set aside for the scheme, which includes the ongoing maintenance cost. The costs of the scheme will be funded by the Local Transport Plan.

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Head of Transport and Environment

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
Proposed Consultation Area Plan	
Proposed Option 1 - Gateway & Entry Treatments - Drg	
Proposed Option 2 - Raised Table Treatments- Drg	
Proposed Option 3 - Gateway & Chicane Treatments - Drg	
Proposed Option 4 - Gateway/Entry & Raised Table Treatments - Drg	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by Councillor Jason Fazackarley on 12th March 2014.

Signed.....
Cabinet Member for Traffic and Transportation