

Decision maker: Portfolio Holder for Traffic & Transportation

Subject: Henderson Road Proposed Traffic Calming scheme

Report by: Head of Transport and Environment

Wards affected: Eastney & Craneswater Ward

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 To review the outcome of the consultation results for the proposed options for traffic calming within Henderson Road and confirm way forward.

2. Recommendations

2.1 **That the consultation survey results are submitted to the Portfolio Holder for Traffic & Transportation, Opposition Councillors and ward Councillors to confirm that following consideration a safety improvement scheme will not be implemented immediately.**

2.2 **That the decision to implement a safety scheme in Henderson Road is deferred for this Traffic and Transportation meeting due to the varied responses received from the residents on the options provided and which will need further discussion between Officers, the Portfolio Holder for Traffic & Transportation and Ward Councillors.**

2.3 **That Option 5, keep as existing, is maintained at Henderson Road but 2.2 above is completed immediately to provide a hybrid safety option proposed based on;**

A) The total results received from the public votes to implement one of 4 of the options for a safety scheme which exceeds the do nothing option.

B) The expectations that have been raised to the residents following the detailed consultation that has occurred to date.

C) The problem with a small amount of vehicles driving at excessive speeds in the road.

2.4 **That the entrances at both eastern and western ends of Henderson road are reviewed and improvements identified to coincide with a hybrid safety option to reduce traffic speeds. These designs will be based on the**

designs already submitted to residents within the area for consultation purposes

- 2.5 That the relocation of the existing signage is considered to improve visibility of the implemented speed restrictions within Henderson Road and consideration is given to provide more prominent placing of 20mph speed roundels on the carriageway surface at the entrances for Henderson Road.**

3. Background

- 3.1 Following a request from several of the Local Councillors, Portsmouth City Council carried out consultation with residents to confirm 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 there 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 A postal consultation was carried out with residents of Henderson Road and the agreed consultation area, as discussed at the T&T Meeting held in March 2014, from the end of April 2014 until 06th June 2014. The results were as follows:-

Portsmouth City Council sent out 735 letters addressed to residents within the agreed consultation area. However, three addresses identified did not exist on street and could not be located by Royal Mail. Therefore, 732 letters were final delivered to residents within the consultation area. From the 732 letters addressed to residents we received 236 completed voting forms (a return of 32%). The breakdown of the results is as follows:

Option 1 - Consisting of the proposed construction of gateway and entry treatments within Henderson Road – received 36 votes from residents (14% of the returns)

Option 2 - Consisting of the proposed construction of raised tables within Henderson Road – received 55 votes from residents (23% of the returns)

Option 3 - Consisting of the proposed construction of gateways and raised tables within Henderson Road – received 48 votes from residents (20% of the returns)

Option 4 - Consisting of the proposed installation of Vehicle Activated Signs (VAS) within Henderson Road – received 48 votes from residents (20% of the returns)

Option 5 - That the existing layout of Henderson Road remains unchanged – received 55 votes from residents (23% of the returns)

3.7 Following the consultation, a drop-in session was held at Cockleshell Naval Community Centre, on Wednesday 07 May 2014 between 17:30 - 19:00. The purpose of this session was for residents to drop-in at any time to discuss and ask questions regarding the proposals with officers.

4. Reasons for recommendations

4.1 Due to the number of votes received for Option 5 (do nothing) a scheme at Henderson Road will not be implemented at this stage.

4.2 However a high number of responses were received for the 4 safety options which, in total, were higher than the responses received for the do nothing option. Therefore a decision for future implementation is recommended to be deferred to allow a further review of the results and a hybrid solution of the 4 safety options is drawn up.

4.3 The safety proposals for any of the 4 options would improve safety for local residents and pedestrians within the area;

- 4.2 The safety proposals, the additional measures to both entrances of Henderson Road and the adjustments to signage and road markings would decrease traffic speeds within Henderson Road;
- 4.4 The safety 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

There are no legal implications as a result of the recommendations in this paper.

7. Finance Comments

There are no financial implications at this stage as a result of the recommendations in this paper.

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Signed by Head of Transport & Environment Service

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
Report on results of the Henderson Road Traffic Calming Consultation as detailed above	Available from PCC Officers

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

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Signed by Portfolio Holder for Traffic & Transportation