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Decision Maker:	Portfolio Holder for Traffic & Transportation
Subject:	Update to Traffic and Transportation for the Southsea Town Centre Improvements Osborne / Palmerston Road
Report by:	Head of Transport and Environment
Date:	14 th October 2014
Wards affected	St Judes
Key decision (Over £250k):	No
Budget & policy framework Decision:	No

1. Purpose of addendum report

To report on the design changes to the junction of Palmerston Road. This report is an update to the previously approved T&T paper approved by the Portfolio Holder for Traffic and Transportation on the 24th July 2014 for the Southsea Town Centre Improvements Osborne /Palmerston Road

2. Recommendations

2.1 For the Portfolio Holder for Traffic & Transportation to approve the amendments to the design of Osborne Road / Palmerston Road to accommodate a right hand turn from Palmerston Road into Osborne Road

2.2 To agree that the necessary TRO is revised to incorporate the changes to Osborne Road and Palmerston Road as a result of the installation of a right hand turn.

3. Background to update report following the approved T&T report of the 24th July 2014

This report is an update to the T&T report that was submitted in July 2014. The T&T report in July 2014 stated that Palmerston Road would consist of a left turn only for vehicles travelling north to its junction with Osborne Road. The administration has considered the scheme further and has requested that Officers consider changes to the proposal which would have the effect of changing traffic movements at this junction. This update report is for the Portfolio Holder for Traffic and Transport to consider the Officer advice and recommendations on the proposals. The update is that vehicles will be able to now turn left and right of Palmerston Road at its junction with Osborne Road. The amended drawing HWI817-002-AQ - General Arrangement Rev F is attached to this update report.



4. Impact of Amended Design

The impact of the change of vehicle movements on Palmerston Road at its junction with Osborne Road means that the following changes to the design are required:

- The build-out to prevent the right hand turn out of Palmerston Road has been removed and the kerb line has been amended to accommodate the right hand turn.
- Due to the proximity of the proposed zebra crossing to Palmerston Road and that vehicles will be turning right, the zebra crossing has been moved to its existing location.
- To enhance the zebra crossing location, signage in advance in both directions will be installed warning vehicles of a crossing and also LED Belisha beacons will be installed.
- Retaining the existing location for the zebra crossing means that the number of zig-zags has been reduced on the east side from 8 to 4 to accommodate the bus stop on Clarendon Road.
- The knock on effect of retaining the existing crossing means that the bus stop on Clarendon Road is to be moved east by 5 metres and in turn the loading bay behind the bus stop has been shortened by 5 metres. The bus shelter remains for this bus stop in the proposed location.
- The existing bollards and gates at the bottom of Palmerston Road precinct adjacent to Osborne Road will now be retained and refurbished.

5. Risks

The risks highlighted by Officers that accompany the design changes are highlighted below:

- **Visibility for turning right from Palmerston road onto Osborne Road.**

Whilst there are no fixed obstruction that would visually impair drivers turning right from Palmerston Road onto Osborne Road, there would be instances when pedestrians are waiting to cross at the zebra crossing and could obscure the visibility to drivers. Palmerston Road junction has also be narrowed to allow only one vehicle at the give way lines at a time so that vehicles visibility wanting to turn left is not obscured by those turning right.

- **Location of the zebra crossing in relation to the bus stop on Clarendon Road.**

The crossing will be enhanced by the use of LED Belisha beacons and also additional signage will be installed warning drivers that they are approaching a crossing. There will be instances when there is a bus in the bus stop and a HGV in the loading bay behind.



- **Zebra crossing desire line.**

The location of the existing zebra crossing does not fit the desire line for pedestrians walking down Palmerston Road (north of Osborne Road) precinct and then requiring to walk down Palmerston Road (south of Osborne Road). Retaining the existing bollards and gates at the bottom end of the north precinct will however assist in guiding pedestrians to the crossing location.

- **Frequency of traffic on Palmerston Road.**

By implementing the right turn into Osborne Road as well as the left turn from Palmerston Road means that the frequency of traffic will likely increase in Palmerston Road. The main beneficiaries of the right turn are taxis as they can then take passengers that require to go in any direction from Palmerston Road.

Some of these risks can be designed out with the proposals shown in drawing HWI817-002-AQ - General Arrangement Rev F attached to this technical note, however with others, an education process will be required to highlight the potential impacts.

6. Reasons for recommendations

To improve traffic flows from Palmerston Road into Osborne Road in both an easterly and westerly direction. The traffic flows will be reviewed under the experimental order

7. Equality impact assessment (EIA)

The proposals have been discussed at meetings of the Portsmouth Disability Forum and will continue to be discussed as part of the experimental order process consultation. It is envisaged that the proposals will not alter the current street scene in such a way as to have a negative impact although in some cases people with a visual impairment may have difficulty navigating the design layout because of no kerb line and the addition of new street furniture. We have tried to mitigate this by ensuring that all street furniture and planters are road side of the corduroy paving. This will be monitored throughout the experimental period and design changes made if necessary. The EIA has been updated to reflect the design changes.

8. Legal implications

There are no further legal implications in addition to the details provided in the T&T report of July 24th 2014. The experimental Traffic Regulation Order will be required to be updated to reflect the introduction of the right hand turn from Palmerston Road into Osborne Road.

9. Finance implications



There are no additional financial implications as a result of the introduction of the right hand turn from Palmerston Road into Osborne Road. There will be a saving with design update as a result of the zebra crossing remaining in the existing location.

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Signed by Head of Transport & Environment Service

Appendix: Dwg no.HW817/002/AQ Rev F - Osborne Road General Arrangement

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

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

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Portfolio Holder for Traffic and Transportation

(End of Report)