

Decision maker: Cabinet Member for Transportation and Environment
October 2014

Subject: Kimbolton and Lichfield Road One-way Traffic Scheme

Report by: Head of Transportation & Environment

Wards affected: Baffins

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1. To consider the implementation of a one-way traffic scheme on Kimbolton and Lichfield Road following requests by residents and local councillors and the result of the subsequent public consultation.

2. Recommendations

- 2.1. **The Portfolio Holder for Traffic and Transportation approves the expenditure and subsequent implementation of a one-way scheme on Kimbolton Road after a majority of residents voted in favour of doing so.**
- 2.2. **That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed implementation of a South to North one way traffic scheme.**
- 2.3. **Lichfield Road is monitored with the view to implementing a one way scheme in the future should it be deemed necessary and/or supported by residents.**

3. Background

- 3.1. Kimbolton Road is a residential road in the Baffins area of Portsmouth. It is reported to be the longest uninterrupted residential road in Portsmouth with in excess of 120 properties arranged along both sides of carriageway. The arrangement of parking narrows the useable carriageway to one vehicle width when the parking provision is at capacity.
- 3.2. Residents of Kimbolton Road and neighbouring Lichfield Road have expressed concerns that due to width of the road, passing oncoming vehicles can at times be difficult when the majority of parking spaces are occupied. On occasions, residents have reported being verbally abused by opposing drivers who have refused to co-operate in manoeuvring vehicles when reaching a pinch-point. This, on occasions, has developed into a protracted standoff between the

opposing motorists. In an effort to eliminate these occurrences, local councillors requested a one-way traffic scheme be investigated.

- 3.3. Residents of Kimbolton and Lichfield road were consulted on changing traffic flow from running two-way to one-way in July/August of this year.
- 3.4. Consultation letters were sent out on July 10th 2014 with a response deadline of 8th August; this gave a 4 week public consultation period. A strong response was received with 68% of delivered voting forms being returned.

Residents were given the following three voting options:

Option 1 - Do nothing.

Option 2 - One-way southbound on Kimbolton Road and one-way northbound on Lichfield road.

Option 3 - One-way northbound on Kimbolton Road and way one-way southbound on Lichfield road.

(Option 3 was indicated on the letter to be the preference as it was considered less likely to encourage 'rat running').

As agreed with elected members, letters were only delivered to properties located on Kimbolton and Lichfield roads. Residents were asked to identify their *Road, Property Number* and *Option choice*. Residents were also given a section to provide additional comments. There were very few responses returned that failed to complete all the required sections of the form.

- 3.5. 234 consultation letters were sent out with 160 letters returned; this represents a 68% response rate. Of the 160 responses, Lichfield Road supplied 65 responses (41%) and Kimbolton Road supplied 94 responses (59%).
- 3.6. Overall the responses were as follows:
 - Option 1 - 16% (43votes)
 - Option 2 - 14% (23votes)
 - Option 3 - 69% (93votes)Of the two roads surveyed, Kimbolton Road had a response rate of 75% and Lichfield road a response rate of 65%.
- 3.7. Kimbolton Road residents voted in favour of implementing a one way traffic scheme with Option 3 gaining a majority of 69% (65votes), Option 2 gained 14% (13votes) and Option 1 (for no change) gained 16% (15votes).
- 3.8. Residents of Lichfield Road had a split vote with 43% (28votes) choosing Option 3, 42% (27votes) choosing Option 1(no change) with the remaining 15% (10votes) choosing Option 2.
- 3.9. Following a meeting between officers and the local ward councillors, a decision was made to seek approval to progress a south to north one-way scheme on Kimbolton Road. This option was the popular choice amongst residents and is likely to be well supported. As there was no consensus amongst residents living in Lichfield Road, the decision was taken not to progress a scheme. This road would continue to be monitored and considered for a one-way scheme in the future should it be deemed appropriate.

4. Reasons for recommendations

- 4.1. To prevent conflict between opposing vehicles and prevent the possibility of road rage incidents occurring.
- 4.2. To improve the safety of all road users.
- 4.3. To discourage rat running at times of congestion on Milton road.
- 4.4. To enhance the general wellbeing of residents living in the road.

5. Equality impact assessment (EIA)

- 5.1. This report has undergone a preliminary Equality Impact Assessment.

6. Legal implications

- 6.1. 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."
- 6.2 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.
- 6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, 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.
- 6.4 The provisions that may be made by a TRO include any provision requiring vehicular traffic to proceed in a specified direction or prohibiting its so proceeding.
- 6.5 A proposed TRO must be advertised and the public given a 3 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 whether or not to make the order, taking into account the comments received from the public during the consultation period.

7. Head of finance's comments

- 7.1. The proposed Kimbolton Road One Way traffic scheme will cost in the region of £20,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Transport Plan.

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Head of Transport and Environment

Appendices:

APPENDIX A – Kimbolton Road one way scheme proposed layout plan

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

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Cabinet Member for Transport and Environment