

Agenda item: 

**Decision maker:** Cabinet Member for Traffic and Transportation

**Date of meeting:** 5 February 2015

**Subject:** Kimbolton Road One-Way (TRO 73/2014)

**Report by:** Head of Transport and Environment

**Wards affected:** Baffins

**Key decision:** ~~Yes~~/No

**Full Council decision:** ~~Yes~~/No

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## 1. Purpose of report

To follow up on the recommendation approved at the Traffic & Transportation decision meeting on 23 October 2014. Formal public consultation has been carried out under a Traffic Regulation Order on the proposed introduction of one-way traffic flow in Kimbolton Road. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

See [Page 4](#) for a copy of the public notice detailing the proposal  
See [Page 5](#) for the public consultation responses summary

## 2. Recommendation

**That, given the results of the informal and formal public consultations, the decisions taken at the October 2014 meeting are upheld:**

- a) **To implement a one-way traffic scheme (South to North) in Kimbolton Road;**
- b) **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 This report should be read in conjunction with the published report discussed at the Traffic and Transportation decision meeting on 23 October 2014, which contains detailed background information.

3.2 The informal consultation produced the following response:

65% of Kimbolton Road residents responded. Of these,

16% voted for Option 1 (do nothing);

14% voted for Option 2 (one-way southbound on Kimbolton Road);

69% voted for Option 3 (one-way northbound on Kimbolton Road).

### **4. Reasons for recommendation**

4.1 The comments received in response to the formal consultation of the proposals (Page 5) are taken into consideration along with those from the informal consultation, and therefore contribute to the recommendation in paragraph 2 above.

4.2 The formal consultation on Option 3 produced the following 7 responses:

3 in support

1 in support with a reservation about speed and the safety of cyclists

2 objections

1 comment, with a preference for southbound direction of travel

### **5. Equality impact assessment (EIA)**

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

### **6. Legal Implications**

6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its 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 regulations 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. Finance Comments**

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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Signed by:  
Head of Transport & Environment Service

**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:

<b>Title of document</b>	<b>Location</b>
6 emails, 1 letter	Transport Planning, 4 <sup>th</sup> floor, Civic Offices
Traffic & Transportation report: 23 October 2014	Portsmouth City Council website (The Council – Democracy – Meetings)

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

.....  
Signed by:  
Cabinet Member for Traffic & Transportation

## Copy of public notice detailing the proposal under TRO 73/2014:

Dated: 3 December 2014

### **THE PORTSMOUTH CITY COUNCIL (KIMBOLTON ROAD) (ONE WAY TRAFFIC AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.73) ORDER 2014**

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1-4 and 81-85 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

#### **A) REDUCTION OF PROHIBITION OF WAITING** (Double yellow lines)

##### **1. Kimbolton Road**

Both sides, reduce the restriction north of Langstone Road by 3 metres.

##### **2. Langstone Road**

North side, a 3 metre length east of Kimbolton Road, outside No.11

#### **B) NO ENTRY EXCEPT CYCLES**

From Hayling Avenue into Kimbolton Road

#### **C) ONE-WAY TRAFFIC (EXCEPT CYCLES)**

##### **1. Kimbolton Road**

Northbound (from Langstone Road to Hayling Avenue)

#### **REASONS FOR ORDER**

Kimbolton Road is a residential street in the Baffins area of Portsmouth. It is reported to be the longest uninterrupted residential road in the city, with over 120 properties arranged along both sides of the carriageway. The arrangement of parking narrows the usable carriageway to one vehicle width when the parking provision is at capacity. The Order is required to:

Prevent conflict between opposing vehicles and prevent the possibility of road rage incidents occurring;

Improve the safety of all road users;

Discourage "rat-running" at times of congestion on Baffins Road and Milton Road;

To enhance the general wellbeing of Kimbolton Road residents.

A survey of 234 households in Kimbolton Road and Lichfield Road saw 160 forms completed and returned. The majority of Kimbolton Road residents (69%) voted for this proposal (one-way northbound), but in Lichfield Road the vote was split between one-way southbound (43%) and no change (42%). The remaining 15% indicated preference for the reverse direction of travel on these two roads.

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours. A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2014'

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) quoting ref: **TRO 73/2014** by the **31 December 2014** stating the grounds of objection / support. (Due to the Christmas period, the 21-day consultation period has been extended to 28 days).

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

SIMON MOON, Head of Transport and Environment  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

**Summary of public consultation responses to TRO 73/2014**

Support

Resident, Kimbolton Road

I am in support of the proposal to make Kimbolton Road a one way street. It will prevent further road rage incidents, and will prevent the road from being used as a rat run to southbound traffic.

Resident, Kimbolton Road

I am fully in support of the one way system proposed for Kimbolton Road. I feel that this would make the road a lot safer as the public drive so fast down this road. I do feel that a one way system would ease this as vehicles would not be 'flooring' their cars to get to the other end before they come head to head with another vehicle.

Resident, Kimbolton Road

The decision has been to make Kimbolton Road a one-way system which is great and will help to solve traffic issues. However, increasing double yellow lines is a waste of taxpayers money and councils money, and will create a secondary problem and more traffic issues in the area relating to parking. The double yellow lines will not be needed with the one way system and should be removed rather than extended. If there's any doubt the one-way should be put in place before parking is reduced.

*Officer comment: The proposal is to reduce the existing double yellow lines, not extend them, and therefore additional space for parking will be available.*

Support with reservations

Representative, Portsmouth Cycle Forum

We support the introduction of one-way traffic allowing for two-way cycling and would like this to be extended to existing one-way streets in the city where practicable.

However, we are concerned that drivers will assume they can travel unimpeded at or over the speed limit. Therefore consideration should be given to some form of traffic calming to mitigate this.

*Officer comment: The signage and road markings will alert motorists to the contraflow cycling, and Kimbolton Road is straight with clear visibility of oncoming cycles. Traffic calming can be considered should speeding be identified as a problem. However, speed cushions can cause problems for cyclists and motorcyclists, and residents in roads with speed humps/tables report subsequent issues such as increased noise levels and concerns over maintenance costs.*



### Comments / Suggestion

#### Resident, Kimbolton Road

There's a chronic congestion problem in this area, in part due to not being able to turn right at the end of Tangier Road onto Eastern Road, which means Langstone Road is used as a 'rat-run'. The future housing developments (Finchdean and Kingston Prison) will make this situation worse.

Parking is a real problem, which could be improved by (a) preventing workers from the St Mary's drop in centre from parking off-site (b) withdraw the Baffins Road parking scheme or extend permit entitlement to nearby residents. The permit system is flawed and an embarrassment. Kimbolton Road is a parking yard for the vans from Baffins Road residents, unwilling to pay fees for additional vehicles.

Making Kimbolton Road southbound would disperse some of the parking issues as Lichfield Road would be an attractive alternative and is empty for most of the day.

### Objections

#### Resident, Kimbolton Road

Speeding will get worse if the road is made one way, endangering residents and pedestrians;

Volume of traffic will increase from Langstone Road to Hayling Avenue, as there will be fewer inhibitions to speed than using Lichfield Road;

Cyclists using the contra-flow will find that neither drivers nor pedestrians expect or make allowances for them, which is very dangerous particularly at the junction;

More cyclists will therefore use the pavements, making life more dangerous and inconvenient to pedestrians and residents, especially in the dark.

*Officer comments: Residents report vehicles accelerating to reach passing places before oncoming vehicles; the one-way will prevent this occurring. The effectiveness of the scheme will be monitored and any negative outcomes weighed up against positive outcomes. The neighbouring one-way roads of St Pirans Ave and Chasewater Ave are also not traffic calmed. Contra-flow cycling is becoming more common in the city, which some cyclists welcome and use. Statutory signage and road markings will be used to alert motorists.*

#### Resident, Lichfield Road

I object strongly if Kimbolton Road is made one way without Lichfield Road, as more traffic will be forced down Lichfield Road making it a bigger rat run than it already is. We are already subjected to incidents of road rage, and forcing more traffic down here will only make that worse. This is another example of Lichfield Road residents being taken for granted and disregarded by PCC. We didn't get residents' parking but Baffins Road did, meaning people working at St Mary's Hospital park in Lichfield, Kimbolton and Langstone Road all of the time.

*Officer comments: As per the recommendations in this report and the one approved on 23 October 2014, the impact of the new one way scheme on Lichfield Road will be monitored. The consultation responses from Lichfield Road residents were not as clear-cut as those from Kimbolton Road residents. PCC aims to provide what the majority of residents indicate they want, which is the same for residents' parking schemes.*

*(End of Report)*