

Agenda item:

Title of Meeting: Cabinet Member for Traffic and Transportation

Date: 17th December 2015

Subject: Arundel Street Traffic Calming Scheme – Results of Public Consultation

Report by: Director of Transport Environment & Business Support

Wards affected: Charles Dickens Ward

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1 To review the outcome and consider the responses to the public consultation regarding the proposals to implement traffic calming within Arundel Street and confirm a way forward.

2. Recommendations

- 2.1 **That the Cabinet Member for Traffic & Transportation, Opposition Councillors and Ward Councillors note the responses to the consultation;**
- 2.2 **That a Traffic Regulation Order is raised and advertised to seek support and comments from residents within the City regarding the proposals;**
- 2.3 **That provided the public consultation in relation to the Traffic Regulation Order does not yield any objections to the proposals, the proposed traffic calming be implemented within the area;**

3. Background

- 3.1 Following a request from the local councillors and residents within the area, Portsmouth City Council was asked to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Arundel Street.
- 3.2 Arundel Street is a very wide and open road that is perceived by residents to have a high volume of traffic. Concerns have been raised due to the location of several infant and junior schools within the area, and the safety of accessing the

schools within the area. At present, the western end of Arundel Street is subject to a 20mph zone. However, as the schools are located outside of the existing 20mph speed restriction many residents have raised concerns as to why this has not been extended to include the east to include schools within the vicinity.

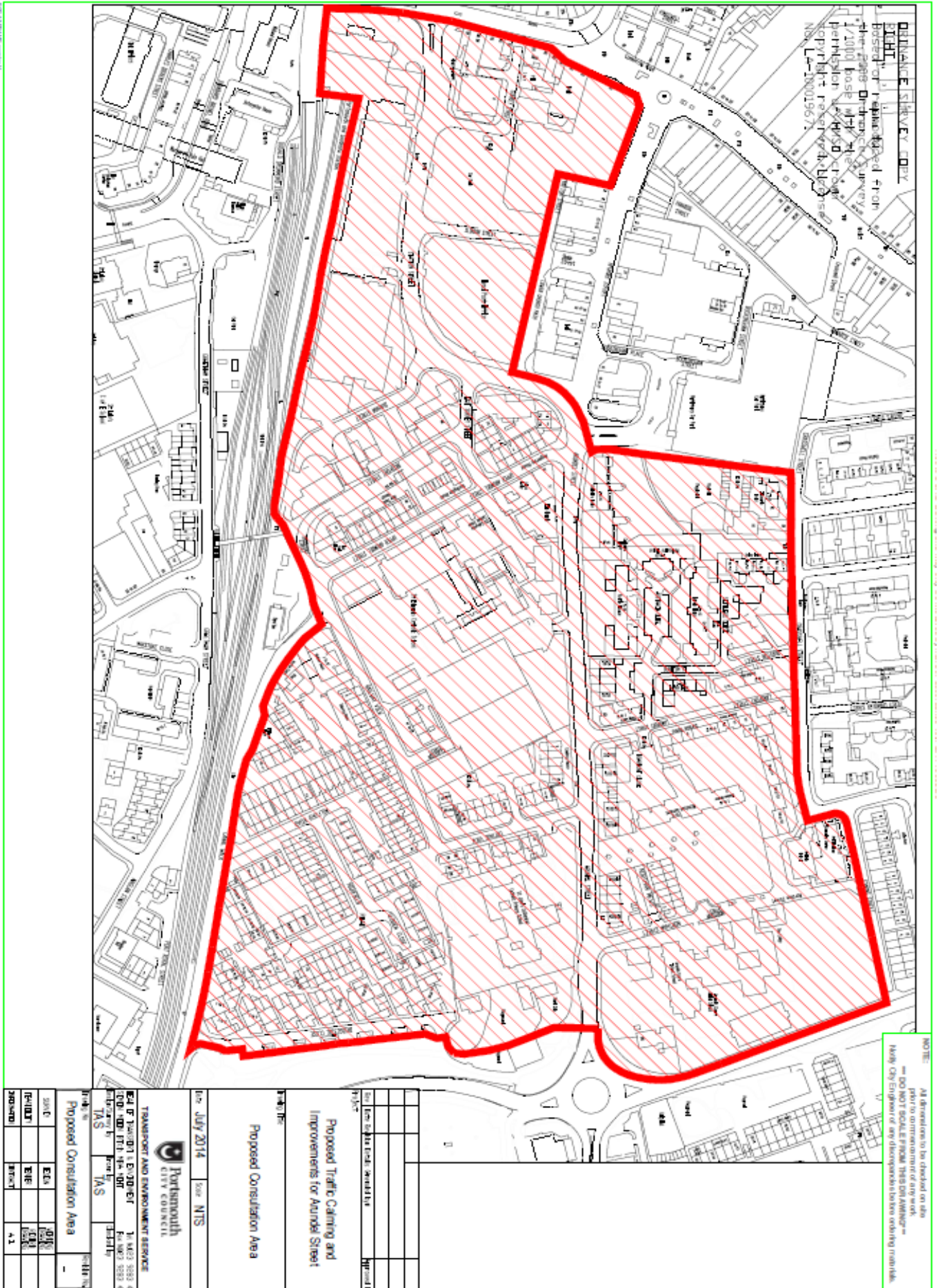
- 3.3 Representations have been received from local councillors who have raised the concerns of residents regarding vehicle speeds and parking inconsiderate and illegal when accessing the local schools. Concerns have also been raised regarding the perceived lack of acknowledgement of pedestrians within the area and the number of vehicles violating the existing traffic controlled crossings within Arundel Street.
- 3.4 An analysis of accident data held by Hampshire Constabulary over the 5 year period from 12 April 2010 to 11 March 2015 indicates that there have been a total of 19 accidents within Arundel Street. Of these accidents 4 have been recorded as 'serious' with the remaining 15 accidents being recorded as slight.
- 3.5 A consultation exercise was undertaken within Arundel Street on 16th July 2015 with representatives from the local community and stakeholders. This took the form of a walkabout through the proposed area to point out problem areas and to give examples of how these could be addressed. At the end of the meeting there was support from all stakeholders regarding the proposals and no concerns were raised. (A copy of the minutes has been attached for information purposes).
- 3.6 A postal consultation was carried out with residents within the area during September and October 2015. A plan of the consultation area has been included for information purposes. The results were as follows:-

From the 834 letters addressed to residents we received 28 completed voting forms (a return of 3%). The breakdown of the results is as follows:

Option 1 - Yes I would support the implementation of proposed traffic calming within Arundel Street - received 25 votes from residents;

Option 2 - No I would not support the implementation of proposed traffic calming within Arundel Street - received 2 votes from residents;

Only one response was received where the resident did not give or vote for a preferred option;



PLAN OF THE CONSULTATION AREA

3.7 Following the consultation, a drop-in session was held at The Oasis Centre within Arundel Street on Thursday 01st October 2015 from 17:00 to 19:00. The purpose of this session was that residents could discuss and ask questions regarding the proposals with officers. The information regarding the drop-in session was contained within the consultation letters that were addressed to the 834 residents. The event was attended by 1 resident.

4. Reasons for recommendations

4.1 The support from the letter consultation regarding the implementation of traffic calming within Arundel Street would be acceptable to the majority of residents that took the time to participate within the consultation. Those residents that have responded who have strong concerns regarding pedestrian safety within the area will be satisfied.

4.3 The traffic calming proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life;

4.4 The combination of extending the 20mph speed limit and the implementation of traffic calming methods within the area will seek to increase road safety through reduced speeds and better traffic flow. In turn this will improve the habitability of the area for residents and provide a safer environment for all road users.

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 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 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 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. Director of Finance's comments

- 7.1 The proposed Arundel Street Traffic Calming scheme will cost in the region of £150,000. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the Capital Programme.
- 7.2 Within the 2015/16 LTP Capital programme £150,000 has been budgeted under Safer Routes to Schools, which allows for reactive works on school routes as issues are identified.

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Alan Cufley
Director of Transport, Environment and Business Support

Cabinet Member for Traffic & Transportation

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
Arundel Street 01 - Rev B	

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

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Signed by:
Cllr Ellcome
Cabinet Member for Traffic & Transportation