

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	4 th November 2021
Subject:	The Old Portsmouth Area Traffic Study
Report by:	Pam Turton, Assistant Director for Transport
Wards affected:	St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To highlight the findings of the Old Portsmouth Area Traffic Study
- 1.2 To seek approval to further develop identified highway interventions and conduct a review of related council policy as discussed in the study report

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 Notes the contents of this report;**
- 2.2 Agrees the recommendations made in the study report (see section 5);**
- 2.3 Delegates authority to the Assistant Director for Transport to determine the highway interventions to be advanced for future funding bids in line with the recommended schemes in the study report**

3. Background

- 3.1 The Old Portsmouth area traffic study is the result of a collaborative working initiative set up to discuss and find solutions to transport-related issues in the Old Portsmouth area identified by residents and businesses.
- 3.2 The aim of the study report was to examine the priority issues by collecting evidence and establishing whether the issues raised cause detriment to the

operation of the highway, the safety of road users and/or the overall quality of life of residents and visitors in Old Portsmouth.

- 3.3 The report outlines the scope of the study as agreed with stakeholders, it consolidates various pieces of work previously undertaken, examines the further evidence collected as part of the study and discusses the findings. The report also makes several recommendations and includes some indicative sketches of possible schemes to address the identified issues.
- 3.4 The key issues identified by stakeholders for investigation included speeding, active travel infrastructure and Air Quality; safety issues at Pembroke Road and disruption around the Wightlink terminal were amongst other topics also covered.

4. Findings

- 4.1 Overall, speed surveys undertaken on the major roads in Old Portsmouth suggest significant levels of non-compliance with the posted speed limits. Based on the 24-hour results, all of the roads recorded 85th percentile speeds in excess of the speed limit with High Street and Broad Street significantly so.
- 4.2 The crossing assessments undertaken to establish the key desire lines were, unlike the speed surveys, less conclusive and in isolation would be unlikely to merit an intervention. The results did however clearly demonstrate that a desire line did exist in the majority of the locations surveyed and whilst perhaps the results did not meet the usual qualifying thresholds to justify intervention (based on quantitative data), when considering the local environment and the results of the speed/volume surveys, there is clearly an opportunity to positively affect both issues with a single measure.
- 4.3 The casualty analysis undertaken in this study did not identify specific areas for concern other than the roundabout junctions at Cambridge Road/Museum Road and Kings Road/Museum Road (included in the study area at the request of Cllr Wood). The latter junction has long been an area whereby the quantum of cycle casualties are relatively high and various improvement works have been carried out in an attempt to address this. The Cambridge road roundabout has experienced a flurry of cycle casualties in the past 18-24months establishing a distinct "cluster". Some additional signage has been commissioned as a short-term measure to address the identified clusters with further study recommended to explore other options.
- 4.4 The production of this report has highlighted that some of the previously held policies related to speed measurement and assessment, and the assessment of crossing provision are perhaps no longer suitable given changing travel demand and the need to tackle poor Air Quality. Recent releases of new formal guidance from the DfT related to traffic engineering procedures provide a sensible opportunity to review these policies to ensure they best meet the needs of Portsmouth residents and their changing travel behaviours.

4.5 The results of the Air Quality survey at St Jude's Primary School illustrate that the levels of NO₂ at this location are relatively low. The National Air Quality Objective for nitrogen dioxide is 40ugm³ and all of the readings recorded were significantly below this amount. It should however be noted that the location of the survey was initially contested; the diffusion tube was subsequently moved to a more suitable location and found that nitrogen dioxide levels were similarly low. It is recommended however that a similar survey be carried out in conjunction with any future permanent school street implementation to establish the impact on air quality.

5. Next Steps

5.1 It is proposed that the findings of the Study report, and the recommendations contained within it, are used to inform future development of schemes in the Old Portsmouth Area and to support any bids for funding.

5.2 The full recommendations made in the report are as follows;

1. **Once agreed by stakeholders, this report is acknowledged formally by the member for Traffic & Transportation at a Cabinet meeting**
2. **Progress with feasibility work to develop schemes as recommended in this report (Full list is included at Appendix A) in conjunction with members of the working group**
3. **Progress proposals for a "School Street" for St Judes' school to address concerns around traffic congestion and Air Quality**
4. **This report provides a basis to support a bid to fund delivery of the identified interventions as detailed and in line with the schedule set out at Appendix A of the study report**
5. **Undertake a review of existing policy related to speed measurement and analysis, and pedestrian crossing assessment to reflect changes in National Policy**
6. **Review identified accident cluster at Cambridge Roundabout and take action if necessary as soon as practicable**
7. **Pursue funding opportunities to implement safety measures at the Kings' Road Roundabout**

5.3 The table as shown at Appendix A of the study report includes the proposed locations for interventions and possible solutions, as well as the proposed schedule for implementation. This table is reproduced at 5.4.

5.4 Full list of recommended schemes for further consideration;

Location	Intervention type	Implementation options*	Proposed implementation year
High Street/Peacock Lane	Crossing	Zebra Crossing or Kerb build outs or Pedestrian refuge	2021/22- 2022/23
High Street	Speed reduction	Horizontal/vertical deflection or Isolated interventions (crossing points, additional parking bays to form chicanes etc.) or 20MPH Zone	2021/22- 2022/23
Broad Street/ Feltham Row	Traffic calming/Crossing	Speed cushions or Kerb Build outs/pinch points or Zebra crossing	2021/22- 2022/23
Pembroke Road	Traffic Calming	Revised parking layout and/or Upgraded pedestrian refuge/crossing facilities	TBC
St Nicholas Street	School street	Limit access to residents at school ingress/egress at St Nicholas Street/ Penny Street	2021/22
Armory Lane	Speed reduction	Reduce speed limit to 20mph	COMPLETE (Oct 2021)
Gunwharf Road	Crossing	PUFFIN crossing	2023/24

6. Reasons for recommendations

- 6.1 The Council wishes to ensure that any future highway interventions made in the Old Portsmouth area are developed in conjunction with the community and reflect the issues highlighted in the study report.

7. Integrated impact assessment

- 7.1 An IIA has been produced for this scheme, which whilst not intended to directly deliver infrastructure will instigate revised policy and future highway improvement schemes. Within the IIA, this scheme impacts positively on the following sections:

Section A - Communities and Safety
 A3 - Health
 A4 - Income deprivation and poverty
 A5 - Equality & Diversity

Section B - Environment and climate change
 B1 - Carbon emissions
 B5 - Air Quality

B6 - Transport

Section C - Regeneration of our city
C1 - Culture & Heritage

8. Legal implications

- 8.1 The proposals within the recommendations in this report are within the powers of the City Council.
- 8.2 There are no legal implications arising directly from the recommendations in this report as the detailed proposals are subject to funding and further feasibility and/or development work.
- 8.3 Individual schemes identified within the recommendations will be subject to prescribed procedures as appropriate for their implementation.
- 8.4 The proposals are consistent with the Council's statutory duties with regard to the promotion of road safety.

9. Director of Finance's comments

- 9.1 The report has identified a number of interventions that could cost £100,000's. There is currently no approved funding for these measures within the Council's current capital programme. If these works are to progress a source of funding will need to be identified from the Council's own corporate resources or from some other external funding streams.

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Signed by:
Pam Turton
Assistant Director Regeneration

Appendices:

Appendix A: Integrated Impact Assessment (IIA)

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

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

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Signed by: