

**THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

<b>Title of meeting:</b>	Cabinet
<b>Subject:</b>	(SEHRT) Improvements to Rudmore, Portsbridge and Spur Road Roundabouts
<b>Date of meeting:</b>	Tuesday 30 <sup>th</sup> November 2021
<b>Report by:</b>	Fernando Lopes - Principal Engineer
<b>Wards affected:</b>	Hilsea, Cosham and Nelson

---

**1. Requested by Cllr Gerald Vernon-Jackson**

**2. Purpose**

To provide an update of the consultation results and next steps moving forward for Rudmore, Portsbridge and Spur Road Roundabout projects (SEHRT).

**3. Information Requested**

**Rudmore Roundabout, Stamshaw**

- Background

Rudmore Roundabout was identified as a key junction where proposed rapid transit routes converge with traffic from the strategic network before heading toward Portsmouth city centre.

- The Proposal

The scheme aims to help reduce overall bus journey times and maximise capacity at the roundabout.

Provision of two-lane exit heading M275 Northbound On-Slip.

Re-purposing of existing non-physical auxiliary lane, exiting Portsmouth International Port (Wharf Road), to a single lane On-Slip with exit taper leading directly on to M275 Northbound On-Slip; local widening in to existing nearside soft verge required to facilitate retention of existing free-flow left-turn movements exiting Wharf Road.

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

Existing 50mph gateway to be re-located, 250.0m further north on M275 Northbound On-Slip, to existing Whale Island Way Signalised Junction. Existing roundabout 30mph speed limit to be extended to facilitate greater safety as HGVs merge with 2-lane traffic exiting Rudmore Roundabout.

Provision of a 3.25m wide 'Bus Priority Lane 30.0m Entry Taper' to allow direct access exiting roundabout to Southbound 'Bus Priority Lane' on Mile End Road A3. Local widening in to existing nearside soft verge.

The benefits are:

Improve junction efficiency for all vehicle traffic.

Improved bus journeys - faster and more reliable journey times.

- The consultation

Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Rudmore Roundabout in Stamshaw, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable.

- Results of consultation

Existing traffic lights are a good improvement from a few years ago.

Signs should be larger as markings are not adequate.

Cycle routes around the roundabout are not great.

Sight lines to traffic lights are sometimes blocked by HGVs.

Cluttered street furniture on the east side of Stamshaw Road.

Additional loops on approaches to the roundabout may be needed.

- Changes made as an effect of consultation

Sight lines on traffic lights to be reviewed.

Remove street furniture on pavement at the east side of Stamshaw Road.

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

Signs on the approaches to the roundabout to be reviewed.

Improve cycle facilities.

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

### **Portsbridge Roundabout, Hilsea**

- Background

Portsbridge Roundabout is on one of three major routes that join Portsea Island to the mainland. It also provides direct access to the strategic road network (A27 - eastbound access, westbound egress). Just south of the roundabout, the A2047 London Road, joins the A3 forming; this link is heavily used by residents and businesses located in the northern and central areas of Portsea Island.

Portsbridge Roundabout provides an important interface between the strategic road network (SRN) and the local strategic network connecting Portsmouth with the wider area. Currently, the slip road from the westbound A27 onto Portsbridge Roundabout often queues back onto the main carriageway at peak times, particularly in the AM peak. This disrupts the flow of traffic on the SRN with standing traffic on the carriageway presenting a safety risk.

The junction is also the main route for many bus services between Portsmouth city centre and the SE Hants area. Some on road bus priority is existing however is often in conflict with other traffic.

- The Proposals

Improve existing bus priority on North & South approaches to roundabout: Provision of Signalised 'Bus Gates' on Portsmouth Road (A397 SB) entry.

Improve connectivity across Northern Road: Provision of 3-stage Signalised 'Staggered' Pedestrian Controlled Crossing Points.

Improve safety of vehicles travelling around the roundabout, particularly at the junction with Western Road where an accident cluster exists: Upgrading existing non-physical segregated auxiliary lanes with provision of physical segregated auxiliary lanes; localised carriageway widening to mitigate possible delays caused by

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

stationary vehicles - A27 Western Road SB to A397 Northern Road NB; M27 WB Off-Slip to A3 London Road SB.

Improve walking and cycling route around west side of Roundabout.

The benefits are:

Improved bus journeys - faster and more reliable journey times.

Improved safety record at both junctions.

Improved connectivity for walking and cycling.

Reduced queues and journey times for general traffic.

- The consultation

Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Portsbridge Roundabout in Hilsea, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable

- Results of consultation

The Toucan crossing at south end of Northern Road isn't needed.

The cycle lane on the northwest side of roundabout should be improved.

Barriers are needed to stop people crossing at places other than toucan crossing.

The proposed new cycle lane should be as wide as possible.

- Changes made as an effect of consultation

Re-locate the toucan crossing approximately 50m south of the existing location on A397 Northern Road.

Upgrade the existing uncontrolled crossing point on Portsmouth Road (opposite McDonald's Cosham) to a toucan crossing. This will allow pedestrians and cyclists to cross at the point that is most convenient to them.

Change the layout of the intersection between Portsmouth Road and Northern Road to enable improved traffic flows and shorter queues.

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

### **Spur Road Roundabout, Cosham**

- Background

Spur Road Roundabout was identified as a key junction where two potential rapid transit routes meet and converge before heading toward Portsea Island.

Modelling showed that the earlier design to replace the roundabout with a signalised 4-arm junction would not be sufficient to handle the high traffic flows and therefore the roundabout should be retained with revised spiral markings and lane destination signage/markings to suit.

- The Proposals

The scheme aims to maximise on-road bus priority but also improve existing walking and cycling routes, predominantly on Southampton Road. The main bus routes all converge at Northern Road (south) with the rapid transit routes likely approaching from the North and West.

The benefits are:

Improved bus journeys - faster and more reliable journey times

Provide a safer defined route for walking and cycling between Cosham centre and QA Hospital.

- The consultation

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

Portsmouth City Council recently engaged with local businesses, ward members and people who travel through Spur Road Roundabout in Cosham, to understand how we can prioritise improvements. The focus was on ways to improve bus journey times and make bus services more reliable

- Results of consultation

The new toucan crossing should be moved north slightly by QA, as people are already crossing here.

Signs on the approach to the roundabout should be clearer.

The zebra crossing on Spur Road should become a Tiger/Toucan crossing.

Cyclists have safety issues both southbound and northbound.

Remove southbound bus lane on A397 Northern Road.

- Changes made as an effect of consultation

Proposals to upgrade the existing zebra crossing to a toucan crossing (A3 Northern Road).

Continue with scheme proposals to upgrade existing outdated road signing and road markings.

Retain the existing zebra crossing on Spur Road. Current modelling based on existing and assumed traffic flows suggests a toucan crossing would be detrimental.

Remove the existing footway on the north-east corner of Spur Road Roundabout in favour of a segregated cycleway/footway in current proposals. The enhanced visibility of pedestrians/cyclists is a deciding factor.

Remove proposals for a southbound bus lane on A397 Northern Road. This link won't bring any additional benefits to buses.

- Conclusion

Following this consultation results, we are informing Cabinet that the project team will proceed with final design and modelling and necessary TRO's and will return to Cabinet with permission to start build stage and to approve TRO's.

**THIS ITEM IS FOR INFORMATION ONLY**

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

.....  
Signed by (Director)

**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:

<b>Title of document</b>	<b>Location</b>
Portsbridge Roundabout Consultation Survey	<a href="https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-portsbridge-roundabout-consultation-2021/">https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-portsbridge-roundabout-consultation-2021/</a>
Rudmore Roundabout Consultation Survey	<a href="https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-rudmore-roundabout-consultation-2021/">https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-rudmore-roundabout-consultation-2021/</a>
Spur Road Roundabout Consultation Survey	<a href="https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-spur-road-consultation-2021/">https://yourcityyoursay.portsmouth.gov.uk/south-east-hampshire-rapid-transit-sehrt-phase-one-spur-road-consultation-2021/</a>