

Title of meeting: Traffic and Transportation Cabinet Decision Meeting

Date of meeting: 20th October 2022

Subject: Langstone Road Traffic Calming 2022/23 budget

Report by: Tristan Samuels - Director of Regeneration

Report author: Michelle Love - Safer Travel Manager

Wards affected: Baffins

Key decision: No

Full Council decision: No

1. Purpose of report:

- 1.1** Following a recent feasibility study considering options for traffic calming at Langstone Road, this report has been produced to outline the data analysis carried out and the conclusions and recommendations within this report.

2. Recommendations

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

- 2.1 Approves the installation of speed cushions on Langstone Road in Baffins Ward.**

3. Background

- 3.1** A feasibility was undertaken to review speeding issues on Langstone Road and to provide options for traffic calming measures at this location. This feasibility considered the following:

- Speed Survey Data
- Traffic Count Data
- Accident Reports

- 3.2** Analysis of the above data sets indicated that there was a considerable problem with speeding on Langstone Road, with this road being ranked highest out of more than 50 roads surveyed in the city.



3.3 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents are identified.

3.4 The implementation of traffic calming on Langstone Road will help to address those statutory duties.

4. Reasons for recommendations

Speeding on Langstone Road

4.1 A speed survey and traffic count on Langstone Road was commissioned in March 2022. A radar system was installed at this location for one week and recorded the speeds of vehicles using the road as well as recording traffic count data.

4.2 The results of this survey are as outlined below:

- Langstone Road has an 85th percentile speed of 12.2mph in excess of the 20mph speed limit in the eastbound direction, and 11.7mph in excess of the limit in the westbound direction.
- Langstone Road has an average daily traffic count of 1264 in the eastbound direction and 1353 in the westbound direction.

Recorded Accidents & Incidents

4.3 There have been a total of five accidents on Langstone road within the last five years further supporting the requirement to implement traffic calming measures.

4.4 A summary of these accidents is as listed below:

- The accidents contributed to three slight injuries and two serious injuries.
- Cyclists were the most impacted making up 80% of casualties on the road.
- The speed was recorded as 30mph (10mph in excess of the limit) in 60% of the accidents reviewed.
- The most common manoeuvre recorded in these accidents was "going ahead".

Option evaluation and proposal

4.5 A number of different options were assessed at this location such as improved signage and lines, vehicle activated signage, speed bumps / humps / cushions and chicanes. Due to the severity of the speeding issues noted and the



presence of on street parking, it has been determined that the installation of rubber speed cushions is the most adequate solution at this location to address the speeding issues.

Design and Construction budget

- 4.6 Funding is required from the parking reserve to enable Portsmouth City Council to progress the detailed design and construction of the traffic calming measure identified as the most suitable at this location.

5. Integrated impact assessment

- 5.1 A full integrated impact assessment is included with 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 Under section 90G of the Highways Act 1980 the local highway authority has power to construct traffic calming works which satisfy the appropriate restrictions. The works must be carried out in accordance with the Highway (Traffic Calming) Regulations 1999. The highway authority is required to consult with the chief officer of police for the area on such proposals.
- 6.4 Under section 55 of the Road Traffic Regulation Act 1984 a local authority shall keep an account of their income and expenditure in respect of designated parking places. Designated parking places are spaces designated on the highway for parking by vehicles generally or vehicles of any class specified in the order.
- 6.5 At the end of each financial year any deficit in the account shall be made good and any surplus shall be applied for specified purposes only or be carried forward to the next financial year.

- 6.6 Provided that the provision of further off-street parking accommodation in the local authority's area is unnecessary or undesirable any surplus can be used for other specified purposes including improving or maintaining the appearance or amenity of the road or the provision of outdoor recreational facilities. The installation of traffic calming works comes within the definition of improvements.

7. Director of Finance's comments

- 7.1 The cost of the works will be funded from a combination of the LTP funds within the approved Capital programme and from the Parking Reserve.

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Signed by:

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
Accident and casualty report 2020	W:\TES\TP\Data Analysis\Data reports\Accident Report
Accident and casualty report - deep dive analysis	W:\TES\TP\LTP\Schemes Information\LTP 21-22 schemes\6) Casualty & Speed Reduction 2021-22\Background research

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

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Signed by: