

Agenda item:

Decision maker: Portfolio Holder for Traffic & Transportation
25th September 2014

Subject: Henderson Road Proposed Traffic Calming scheme

Report by: Head of Transport and Environment

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the responses to the public consultation, the drop-in session and the T&T meeting on the 24th July 2014 on the proposals to implement a Hybrid traffic calming safety scheme within Henderson Road.

2. Recommendations

- 2.1 **That the Hybrid scheme, consisting of Raised Tables and Vehicle Activated Signs (VAS) within Henderson Road, is considered for implementation;**
- 2.2 **That the proposed build-outs of the existing kerb lines and central traffic island at both eastern and western ends of Henderson road are implemented as identified in both the original consultation proposals and the Hybrid proposals to reduce traffic speeds;**
- 2.2 **That a Traffic Regulation Order (TRO) is made and advertised regarding the proposed installation of traffic calming within Henderson Road;**

3. Background

- 3.1 Following the Traffic and Transportation Meeting on 24th July 2014 it was agreed by the Portfolio Holder that a hybrid traffic calming safety scheme be developed to improve traffic calming in Henderson Road, in discussions with the ward councillors and local residents. It was also agreed that the existing 20mph signage would be relocated to improve visibility of the 20mph speed restriction to approaching vehicles.
- 3.2 The Hybrid scheme has been based on the preferred option for the majority of the consultation results returned by residents within specific locations along Henderson Road .

The majority of residents living in Henderson Road preferred the installation of raised tables within Henderson Road.

As explained during the presentation of the Traffic and Transportation report on the 24th July, the entrances at both eastern and western ends of Henderson road were reviewed to ensure they would complement the Hybrid scheme and be in accordance with relevant standards. Following a review the designs at the eastern and western end of Henderson Road will be similar to the designs already submitted to residents within the area during the consultation purposes.

The relocation of the existing signage will be carried out to improve visibility of the implemented speed restrictions within Henderson Road and consideration has been given to providing more prominent placing of 20mph speed roundels on the carriageway surface at both the eastern and western entrances of Henderson Road.

- 3.3 The results of the consultation were broken down and reviewed on a road by road basis. This has ensured that the hybrid solution is based on the most popular option for each road.
- 3.4 The rationale for determining the hybrid scheme along Henderson Road is explained in the examples below:
 - 3.4.1 The majority of residents within Henderson Road that responded to the consultation supported the proposal to implement raised tables within the area. The majority of residents within Ringwood Road that responded to the consultation also supported the proposal to implement raised tables. Considering this information, a raised table has been considered for construction at the junction of Henderson Road/Ringwood Road.
 - 3.4.2 Residents of Cockleshell Gardens supported the proposals to implement permanent Vehicle Activated Signs (VAS) within the area. Considering this information it is proposed to install VAS signs within Henderson Road in close proximity to the junction of Cockleshell Gardens which is near to the western end of Henderson Road. For consistency VAS will also be installed at the eastern end of Henderson Road before the first junction.
 - 3.4.3 The raised table option also proved to be popular with residents of Minstead Road, Dunn Close and Tamarisk Close. However, in accordance with Local Transport Note 01/07 - Traffic Calming and the Design Manual for Roads and Bridges (DMRB), it is not permitted to construct raised tables within 80 metres of each other, especially as Henderson Road is an identified public transport route. Therefore, it is proposed that a false raised table is constructed at the junction of Dunn Close and Henderson Road. This would consist of a coloured surface treatment and associated white lining being installed to give the appearance of a raised table, encouraging traffic to slow on the approach.

4. Reasons for recommendations

- 4.1 The proposed Hybrid scheme seeks to install traffic calming methods within identified areas of Henderson Road that have received the greatest support from residents within the adjacent roads;
- 4.3 The safety proposals, the additional measures to both entrances of Henderson Road and the adjustments to signage and road markings would decrease traffic speeds within Henderson Road;
- 4.4 The safety proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life.

5. Equality impact assessment (EIA)

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. Finance Comments

The scheme is expected to cost £160,000, which will be funded from the Local Transport Plan.

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Signed by Head of Transport & Environment Service

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
Proposed Hybrid Design - Hybrid01	Available from PCC Officers

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

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Signed by Portfolio Holder for Traffic & Transportation

