



DERBY CITY COUNCIL

## AREA PANEL 3 16 NOVEMBER 2005

Report of Director of Development and Cultural Services

### Portland Street Area – Traffic Surveys

#### SUPPORTING INFORMATION

- 1.1 Concerns have been raised through the Pear Tree Residents Group meeting regarding traffic speeds and flows on Portland Street, Pear Tree Street, Rutland Street and Harrington Street. As a result the Council were asked to look at the traffic management options.
- 1.2 Investigations, including speed surveys, traffic link counts and examination of recorded personal injury accident data have taken place for the area bounded by St. Thomas' Road, Prince's Street and up to but not including, Osmaston Park Road.
- 1.3 Vehicle link counts and speed surveys were completed in April and June 2004, over the 12-hour period between 7am and 7pm. These showed that.
  - 4200 vehicles movements were recorded on Portland Street, 60% of these being in a Northerly direction.
  - A total of just over 1200 vehicle movements were recorded on Harrington Street and a similar number noted on Pear Tree Street.
  - The speed survey data showed 85<sup>th</sup> percentile speeds of between 25mph and 29mph.

The 85<sup>th</sup> percentile speed is the speed at which 85 per cent of traffic is travelling at or below. This is a nationally recognised method of assessing compliance with speed limits.

- 1.4 Derbyshire Constabulary's accident statistics for the past three years show a total of 36 Recorded Personal Injury Accidents, of these, 10 involved pedestrians. There is no clear pattern to the type or location of the incidents, other than of the 36 recorded accidents, 30 occurred at the various junctions throughout the area. However, examination of all accident data since 1991 shows a total of 7 accidents on the Eastern section of Harrington Street. All were within close proximity of the school and involved children; 4 were classified as serious. This figure was far higher than for any other individual Street within the area investigated.

1.5 In comparison to other streets within the area, the Eastern section of Harrington Street encounters a high level of non-residential traffic. This is due to the presence of, Pear Tree School, 2 large leisure facilities and a significant number of industrial units. The mixed use of this street contributes to the high level of pedestrian – vehicle conflicts found on this section of Highway. A substantial amount of short term parking is also experienced due to these non-residential properties.

1.6 Investigations into the feasibility of the various forms of traffic management techniques available found that:

A short section of one way traffic flow located outside the residential properties on Harrington Street could be suitable. By removing the legality for vehicles to emerge on to Portland Street, collisions involving emerging vehicles would no longer be possible. Outside the school, vehicles would flow in one direction and road narrowing at the entrance – exit points would create a safer environment for pedestrians, especially children, to cross the road, whilst also helping to regulate vehicle speeds. Additional road space, suitable for parking would be created, helping to control the extra parking requirements needed for events at either, the Community Centre or Sherwin Sports Centre.

The possibility of introducing vertical deflections on Harrington Street as an alternative to the above could produce similar calming effects on traffic as those of a partial one way system. The final design of any ‘speed humps’ would be decided through consultation and would be placed along the entire length of this section of Harrington Street.

The construction of raised junctions at the, Rutland Street, Pear Tree Street and-or Harrington Street junctions with Portland Road would meet the City Councils policy regarding, traffic calming measures, as a number of recorded personal injury accidents occurred at the various junctions throughout the area.

These conclusions take into account the, accident data, traffic survey information, geographic layout of the streets and surrounding environment which demonstrate that it should prove beneficial for traffic to be calmed and be managed later.

## **PROPOSED ACTION**

2.1 To undertake full consultation with residents and businesses within the area examined, to determine the preferred method of traffic management.

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<b>Background papers:</b>	Background papers held on Normanton Ward file in Traffic Management
<b>List of appendices:</b>	Diagrams TMD/104/01/05, TMD/104/02/05, TMD/104/03/05.