

**Title of meeting:** Cabinet Meeting for Traffic and Transportation Decision Meeting  
**Date of meeting:** 15<sup>th</sup> November 2018  
**Subject:** Francis Avenue - Speed Reduction Measures  
**Report by:** Tristan Samuels - Director of Regeneration  
**Wards affected:** Central Southsea  
**Key decision:** No  
**Full Council decision:** No

---

**1. Purpose of report**

- 1.1. To consider responses to the public consultation on the proposal to implement traffic calming measures to reduce vehicle speeds within Francis Avenue.

**2. Recommendations**

- 2.1. **It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of the following traffic calming measures (detailed in appendix 1) in Francis Avenue:**
- **Two raised tables to the north and south of the junctions with the Francis Avenue junctions with Jessie Road and Devonshire Square**
  - **Six pairs of speed cushions between the Francis Avenue junctions with Devonshire Square and Albert Road**

**3. Background**

- 3.1. Francis Avenue is a residential 20mph limit with Fernhurst Junior and Devonshire Infant Schools located on the route.
- 3.2. Following reports from residents of Francis Ave regarding high traffic speed - the Council Road Safety & Active Travel Team investigated, analysing traffic radar and casualty data.
- 3.3. The radar survey demonstrated a high 85<sup>th</sup> percentile speed of 29mph and that 66% (16,173 of 24,505 drivers recorded) travelled over 24mph.

- 3.4. Casualty data during the 5 year period Feb 2012 to Feb 2017 shows 19 collisions occurring with accident clusters at the Jessie Road, Devonshire Square and Delamere Road junctions.
- 3.5. Common contributory factor trends are:
- 3 directly related to excessive speed
  - 2 failed to judge approaching speed
  - 3 failed to look properly
  - 4 vision affected by parked cars
- 3.6. Due to the high rate of collisions and traffic speeds recorded and with the support of local ward councillors, a consultation was undertaken with residents in February 2018 on the introduction of two raised tables and a change in junction priority at the Francis Avenue junctions with Delamere Road & Northcote Road.
- 3.7. From the 477 households consulted, 60 responses were received (a return of 13%). The breakdown of the results is as follows:
- Yes, I would support proposed traffic calming measures - 47 responses (78%)  
No, I would not support proposed traffic calming measures - 4 responses (17%)
- 3 (5%) responses were returned without a clear preference
- 3.8. Feedback received during the consultation (9 households) raised concerns of traffic speed between the Francis Avenue junctions with Devonshire Square and Delamere Road.
- 3.9. To address this concern and in consultation with local ward Councillors, an implementation of speed cushions was proposed instead of the change in junction priority. Residents were consulted on this proposal in October 2018.

#### **4. Reasons for recommendations**

Implementing the raised tables and speed cushions received the majority of support.

- 4.1. The combination of traffic calming measures will:
- Reduce the risk of road traffic collisions by providing a clear places to cross
  - Reduce traffic speed consistently along Francis Avenue
  - Increase pedestrian confidence in the infrastructure - potentially encouraging more walking to school
  - Improve accessibility for all pedestrians
- 4.2. Although reducing since 2012, child pedestrian casualties in Portsmouth remain a priority group for the delivery of improvements for safety and accessibility. During the five year period 2012 to 2016 there has been an average of 26 injury collisions per year (6 serious) in the City.

- 4.3. Ensuring traffic speeds are appropriate within residential and school communities is key to maximising safety and accessibility for vulnerable road users.

## **5. Consultation**

- 5.1 A postal consultation was carried out with residents within the affected area during October 2018. From the 477 households consulted, 46 responses were received (a return of 9%). The breakdown of the results is as follows:

Yes, I would support proposed traffic calming measures: 37 responses (80%)

No, I would not support proposed traffic calming measures: 9 responses (20%)

## **6. Equality Impact Assessment**

- 6.1. The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled people and the scheme will improve accessibility for all pedestrians, including those using wheelchairs and pushchairs.

## **7. Legal implications**

- 7.1 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."

- 7.2 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.

- 7.3 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations").

- 7.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.

- 7.5 The local authority have a duty under the Regulations to consult with the following persons:

- (a) The Chief Officer of Police for the area which the proposed changes are situated;  
(b) people and organisations who are likely to be affected by the proposed changes;  
and  
(c) any other person likely to be affected by the traffic calming works.

- 7.6 Legal Services have been instructed that this Regulation has been suitably adhered to.
- 7.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:
- (a) there will be no change to the speed limit; and
  - (b) there will be no change to the direction of the traffic.

**8. Director of Finance's comments**

- 8.1. This project is under the umbrella of the Local Transport Plan - Speed Reduction Measures as approved at Full Council 14<sup>th</sup> February 2017 and the costs are within the 2017/18 detailed budget as approved by the Finance Director.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
NIL	

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

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

Appendices:

Appendix 1: Plan of proposed design  
Appendix 2: Consultation responses

Appendix 1: Plan of proposed design



## Appendix 2: Consultation responses

Yes, I would support traffic calming	No, I would not support traffic calming	
		Comments
✓		None
✓		None
✓		Being disabled there are high risks when crossing
✓		None
✓		Speed table by Dalamere Road to hopefully reduce accidents and damage to parked cars
✓		Two serious collisions on the corner of Dalamere Road/Francis Avenue in recent times
✓		Several accidents by cars leaving Dalamere Road and damage to cars
✓		Speeding cars and dangerous for cycles
✓		Set of cushions from Dalamere Road to Devonshire Square as this stretch is too easy to speed on
✓		Cars used as a race track, cars damaged, shame its not one way
✓		Between Dalamere Road and Devonshire Square is used as a race track, would prefer one way
✓		Hopefully will stop speeding cars who constantly wake up my young children
✓		To reduce traffic speed and damage to cars
✓		Witnessed two collisions, used as a speed track
✓		Radar signs
✓		Will reduce excessive speeding
✓		I support the traffic calming measures. In addition can someone look at the two junctions of Francis Avenue on to Goldsmith Avenue. As a cyclist I find it dangerous having two entrances onto Francis Avenue from Goldsmith Avenue as no one is really sure whose right of way it is. It is hard to explain in words but if I am travelling on Goldsmith Avenue (towards Milton Park) and I turn right into Francis Avenue (the turning after Talbot Road) then it is dangerous with cars turning into the next entry to Francis Avenue and cars leaving Francis Avenue at that junction. Is it possible to either close one of the exits or make then one way - i.e one is used to join Goldsmith and one to exit Goldsmith Avenue.
✓		Concerns with childrens safety walking to school

✓		I am disabled - anything to slow traffic down
✓		Speeding traffic at night disturbing sleep
✓		Noisy speeding traffic damaging cars
✓		Will reduce the risk of accidents occurring
✓		Speeding motorist need to slow down
✓		20 mph speed limit ignored. Mini ramps needed. Many near misses
✓		Speeding cars on the bend by Lidl and Trojan cars, blind bend. Witnessed a number of accidents.
✓		Yellow box outside of Co-op so people do not park. Slow down flashing signs. People do not give way and cars are being damaged.
✓		Safer for pupils
✓		Slower is safer
✓		My son was hit by a car so would like to see traffic calming the length of Devonshire Avenue
✓		2 or 3 accidents at the junction of Edmund Road/Francis Avenue in the last 12 months due to excessive speeding
✓		Get on with it before someone dies
✓		Cars are driving at 60 mph - very dangerous
✓		Difficult to find a parking space
✓		Difficult to cross Francis Avnue to get to the Co-op, it is very unsafe on the roads for the elderly
✓		Safety concerns for the children and elderly that use this road
✓		We are really invested in making this road safer for everybody. I spotted a man counting traffic on Monday of this week so hopefully the results of that survey will add weight to the idea that some intervention is definitely needed on this road!
✓		<p>Thank you for your letter regarding the above. I am writing to register the full support of the Carers Service for this much needed scheme.</p> <p>As discussed, as a team we ideally would like to see this scheme extended to the north end of Francis Avenue. The Carers Centre is situated right on the corner of Orchard Road and Francis Avenue with the entrance on the Francis Avenue side. We are a busy centre with vulnerable and young people visiting throughout the day six days a week.</p>
	✓	I support the idea of 'Speed tables' at Jessie Road junction but not for the remainder of Francis Avenue
	✓	Poor design of Fawcett Road means this avenue is used as an alternative route
	✓	Less than 4 accidents a year. Excessive expenditure that is totally unjustified
	✓	Must be a better solution. Fawcett Road clearly does not work
	✓	Bad for car suspensions

	✓	The placement of speed cushions seems odd, would expect them to be at the junctions of side roads
	✓	Best solution would be a one way scheme
	✓	Fawcett Road and Green Road are examples of how traffic calming measures can be too extreme
	✓	Similar scheme on Warren Avenue makes giving way more tricky, these measures will not deliver benefits
<b>37</b>	<b>9</b>	<b>Totals</b>

*(End of report)*