

Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting: 13th December 2018
Subject: A2047 Cycle & Safety Improvements
Report by: Tristan Samuels, Director of Regeneration
Wards affected: Fratton
Charles Dickens
Nelson
Hilsea
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1. To consider responses to the public consultation on the proposal to construct raised tables at various sites along the A2047 and improvements to the cycle lane, aiming to improve safety for both drivers and cyclists.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of traffic calming measures, detailed in Appendix 1, at strategic measures along the A2047 London Road and Kingston Road.

3. Background

- 3.1 Portsmouth City Council completed cycle safety improvements at a number of junctions on the A2047 in 2017. However, the route still remains a high casualty site for cyclists and it is a strategic north/south corridor route through the city to reach Fratton Railway station and Southsea
- 3.2 In 2017 a scheme was approved to construct advance stop lines and raised tables at the junctions of London Road and the following junctions:
- London Road/ Powerscourt Road
 - London Road/Clydebank Road
 - Fratton Road/Stamford Street
 - London Road/Chichester Road
 - Kingston Road /Washington Road
 - Fratton Road/Penhale Road
 - Fratton Road /Lucknow Street

- London Road /Queens Road
- London Road/Mayfield Road
- Fratton Road/Newcombe Road
- London Road/Laburnum Grove
- Fratton/Outside Halfords entrance (201-205)

The aim of the scheme was to slow traffic prior to junctions, reduce the occurrence of vehicles pulling forward into queuing traffic causing a hazard for cyclists cycling along the outside edge of the carriageway and to provide carriageway space for cyclists to turn out of the junctions prior to vehicular traffic

- 3.3 This design proved successful, casualties have reduced at the treated sites, however the route has multiple casualty clusters at sites yet to be improved and remains the highest casualty cycle route in Portsmouth.

- Collisions data for A2047 (excluding Fratton roundabout and London Road Gyratory) for the recent 3 year period August 2015 to August 2018:

- a) Cycle collisions 71 total 17 serious
- b) Pedestrians collisions 31 total 8 serious

- 3.4 This scheme involves the construction of raised tables at various sites along the A2047 and improvements to the cycle lane. Both aim to improve safety amongst drivers and cyclists. Please refer to Appendix 1 - Plans of proposed design.

4 Reasons for recommendations

Implementing the raised tables and cycle improvements received the majority of support.

4.1 Benefits:

- Reduction in cycle collisions & casualties along the A2047.
- Improved road user behaviour on the route.
- Increase in numbers of cyclists using the A2047 corridor to travel through the city.
- Improved air quality - AQMA6
- Pedestrian benefits of raised tables.
- Better connected areas of commerce

5 Consultation

- 5.1 A postal consultation was carried out with residents within the affected area during October/November 2018. From the 1975 households consulted, 35 responses were received (a return of 2%). The breakdown of the results is as follows:

Yes, I would support proposed traffic calming measures - 27 responses (77%)

No, I would not support proposed traffic calming measures - 8 responses (23%)

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. On 13th March 2018 the Cabinet Member for Traffic and Transportation approved the report of the Director of Regeneration on the Local Transport Plan 3 (LTP3) Implementation Plan 2018/19 for £1.5m and how the programme will be apportioned.
£175,000 was allocated and the costs are within the 2017/2018 detailed budget as approved by the Finance Director.
- 8.2 The Capital Programme was approved by Full Council and £250k was allocated to the Central Corridor and the costs are within the detailed budget as approved by the Finance Director. Central Corridor budget will contribute in part for the A2047 Cycle& Safety Improvements.

.....
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

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

Appendices:

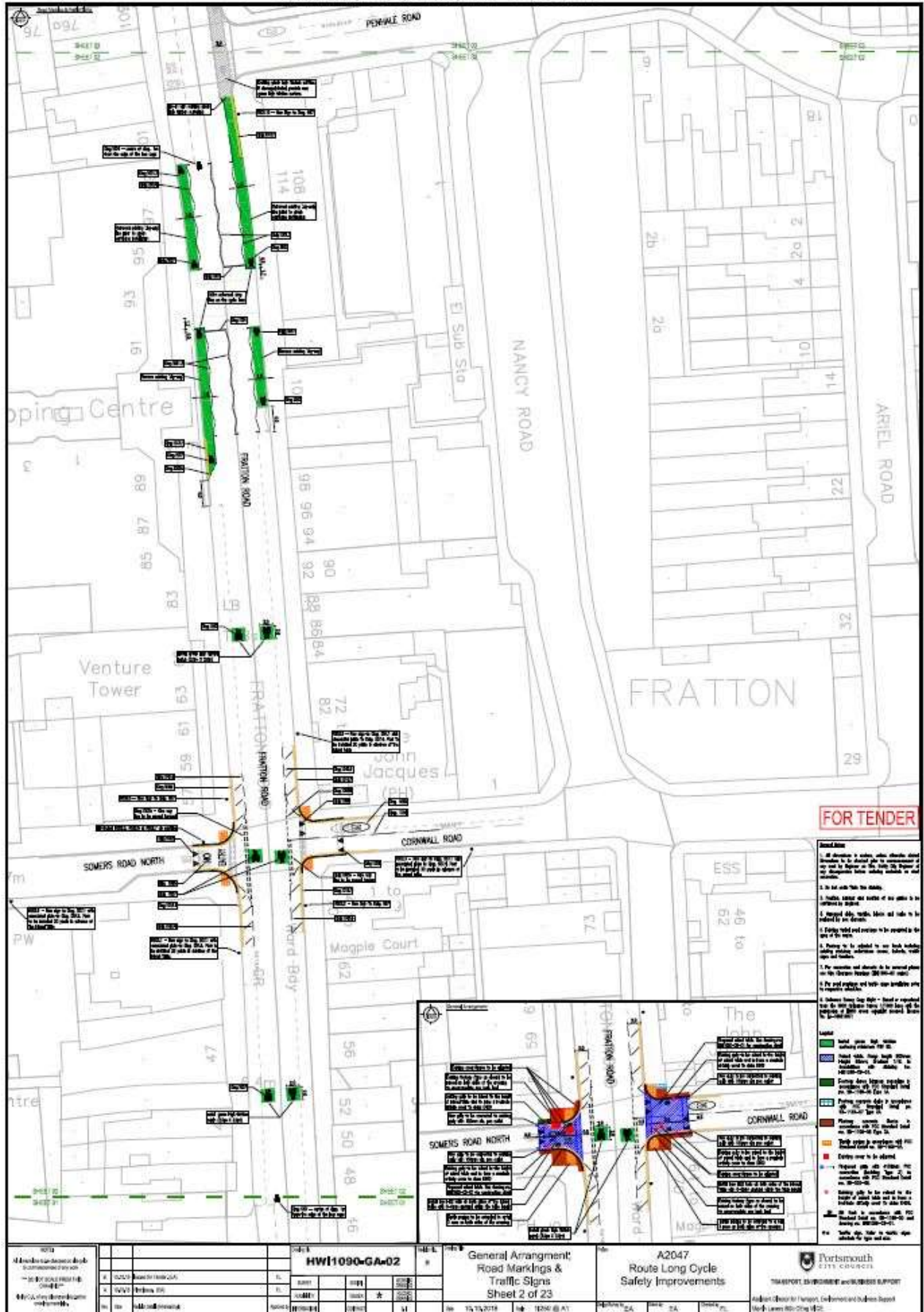
Appendix 1: Plans of proposed design
Appendix 2: Consultation responses

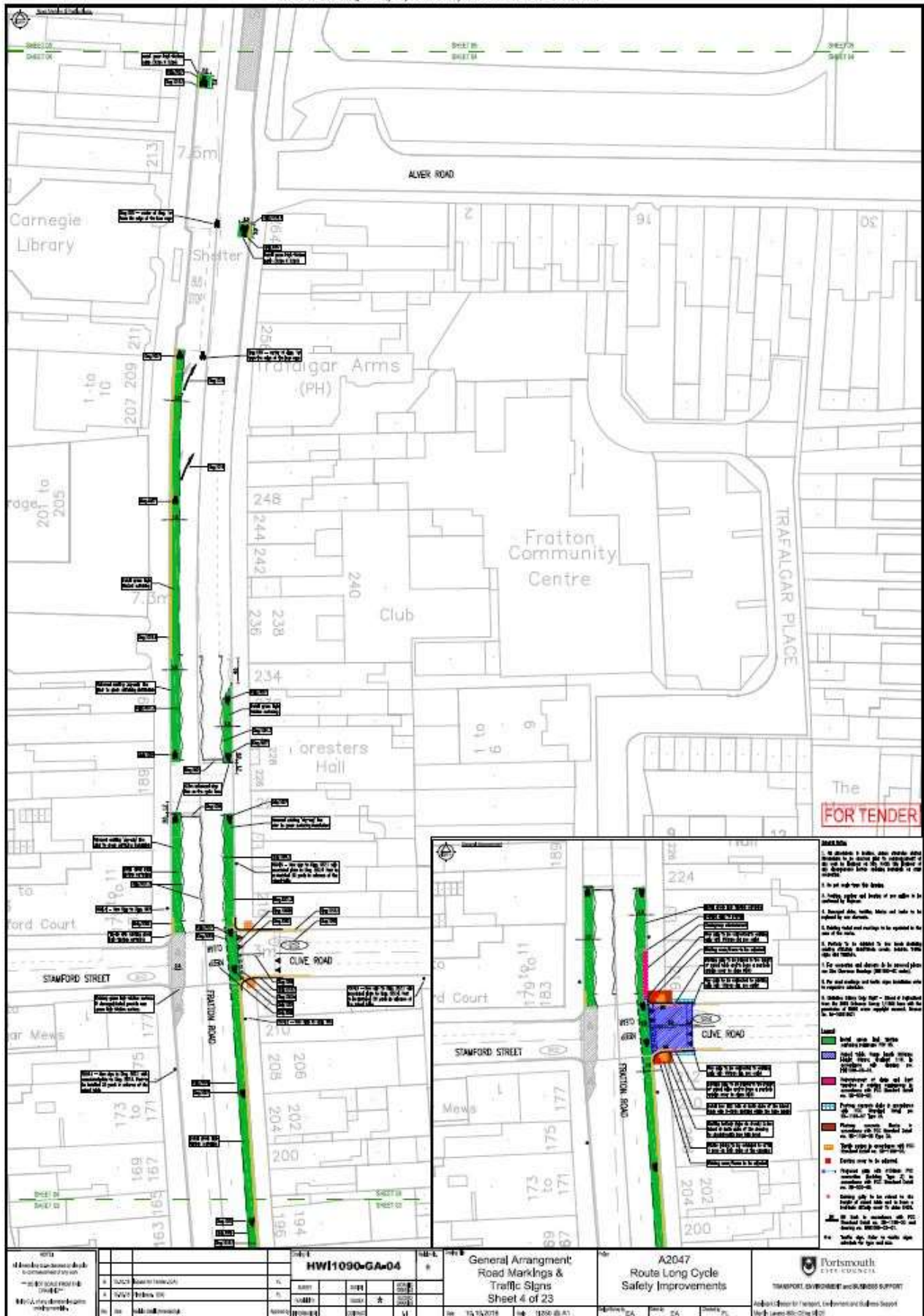
Appendix 1: Plans of proposed design

Locations of the proposed installations.

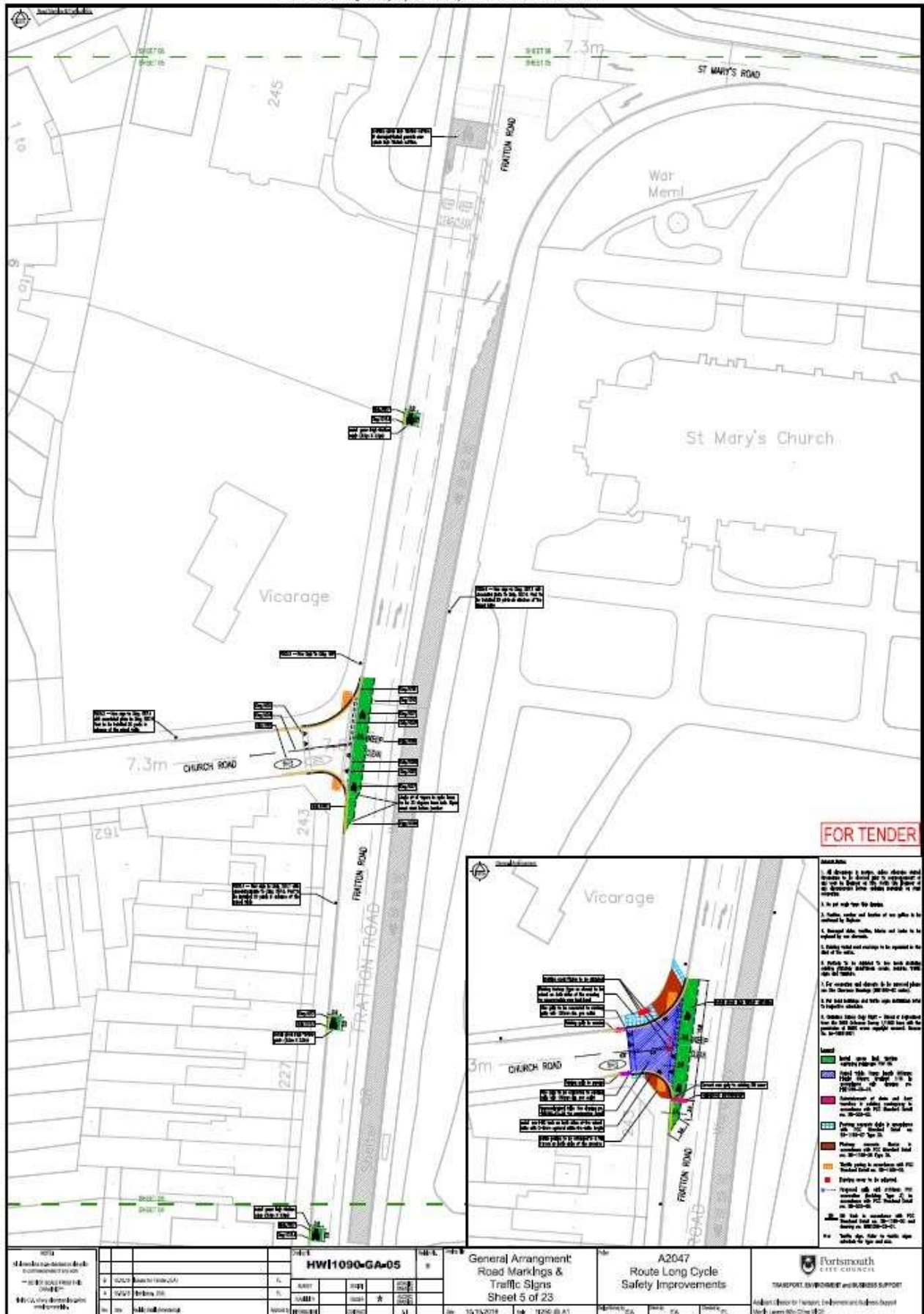
- Battenburg Avenue
- Beechwood Road
- Chapel Street
- Church Road

- Clive Road
- Cornwall Road
- Hanway Road
- Kirby Road
- Merrivale Road
- Northwood Road
- Oakwood Road
- Selbourne Terrace
- Somers Road
- Stirling Street

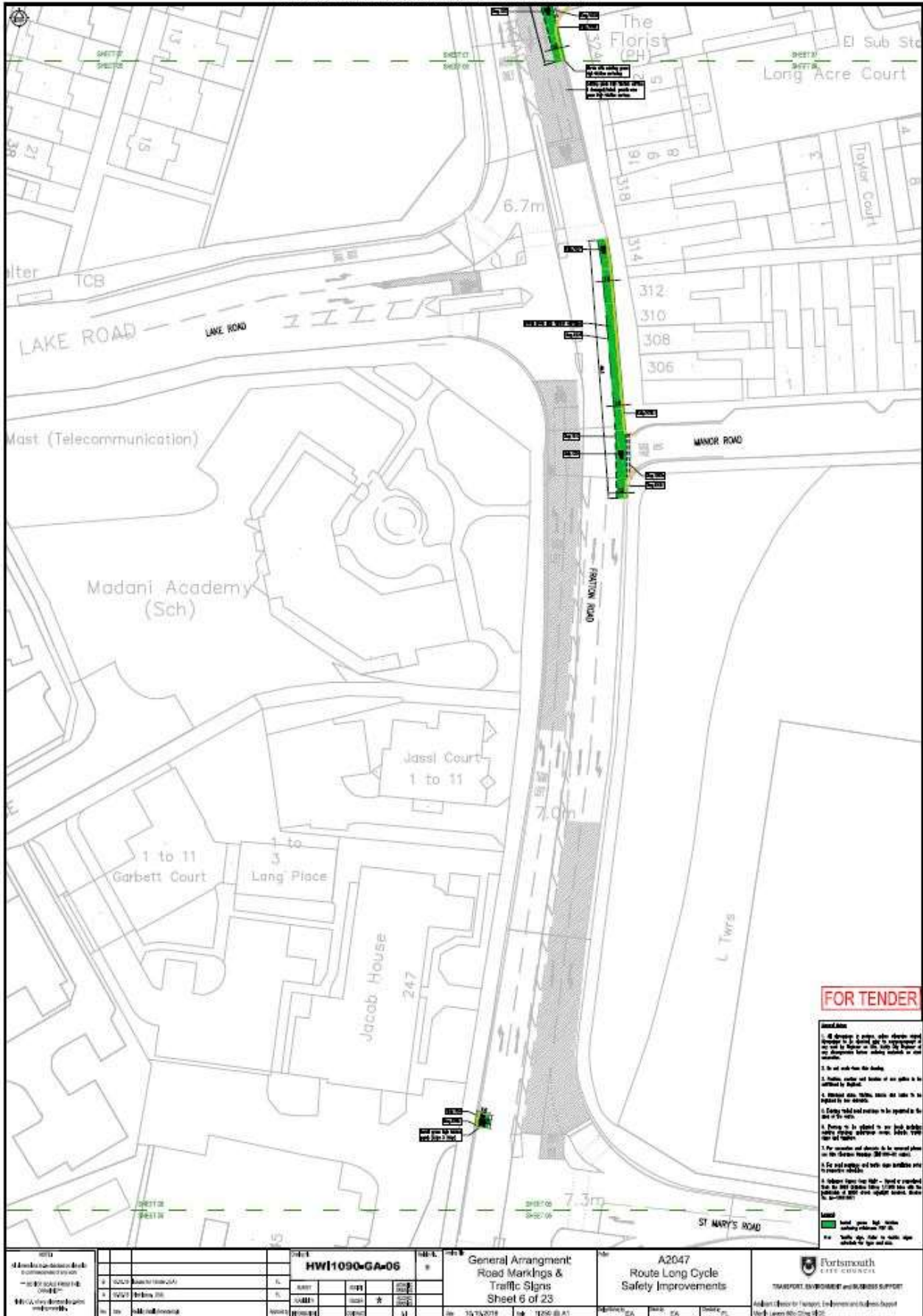


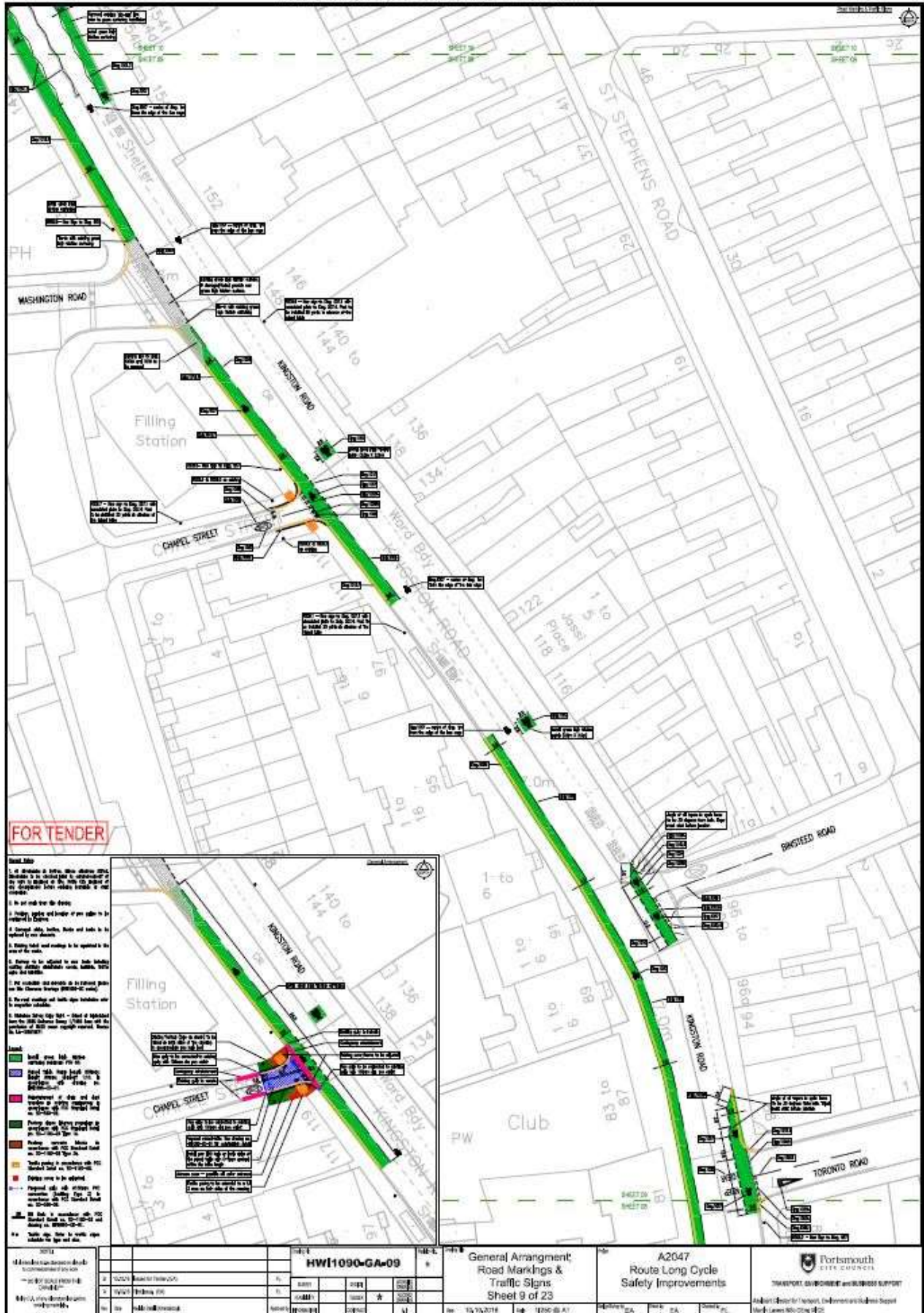


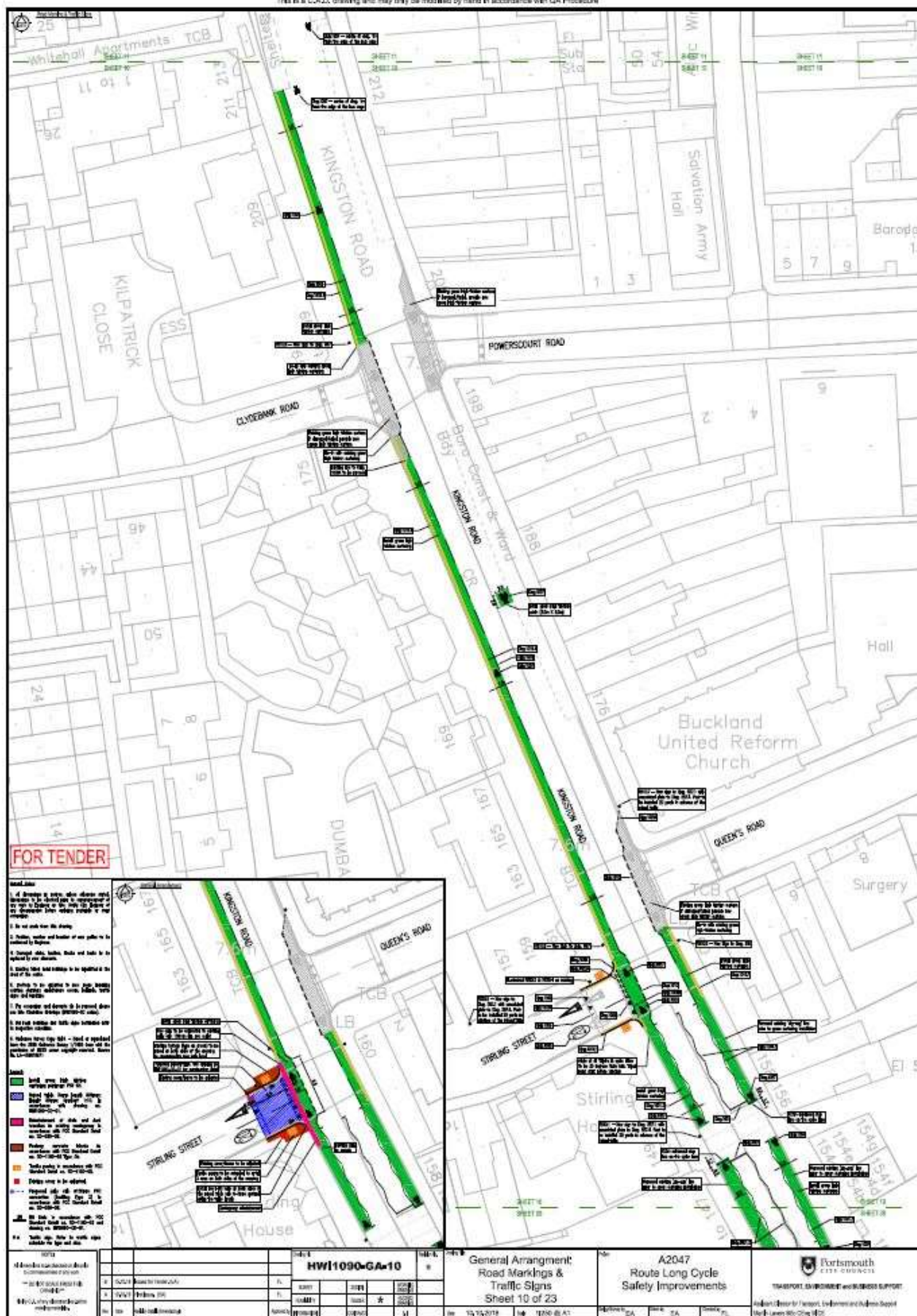
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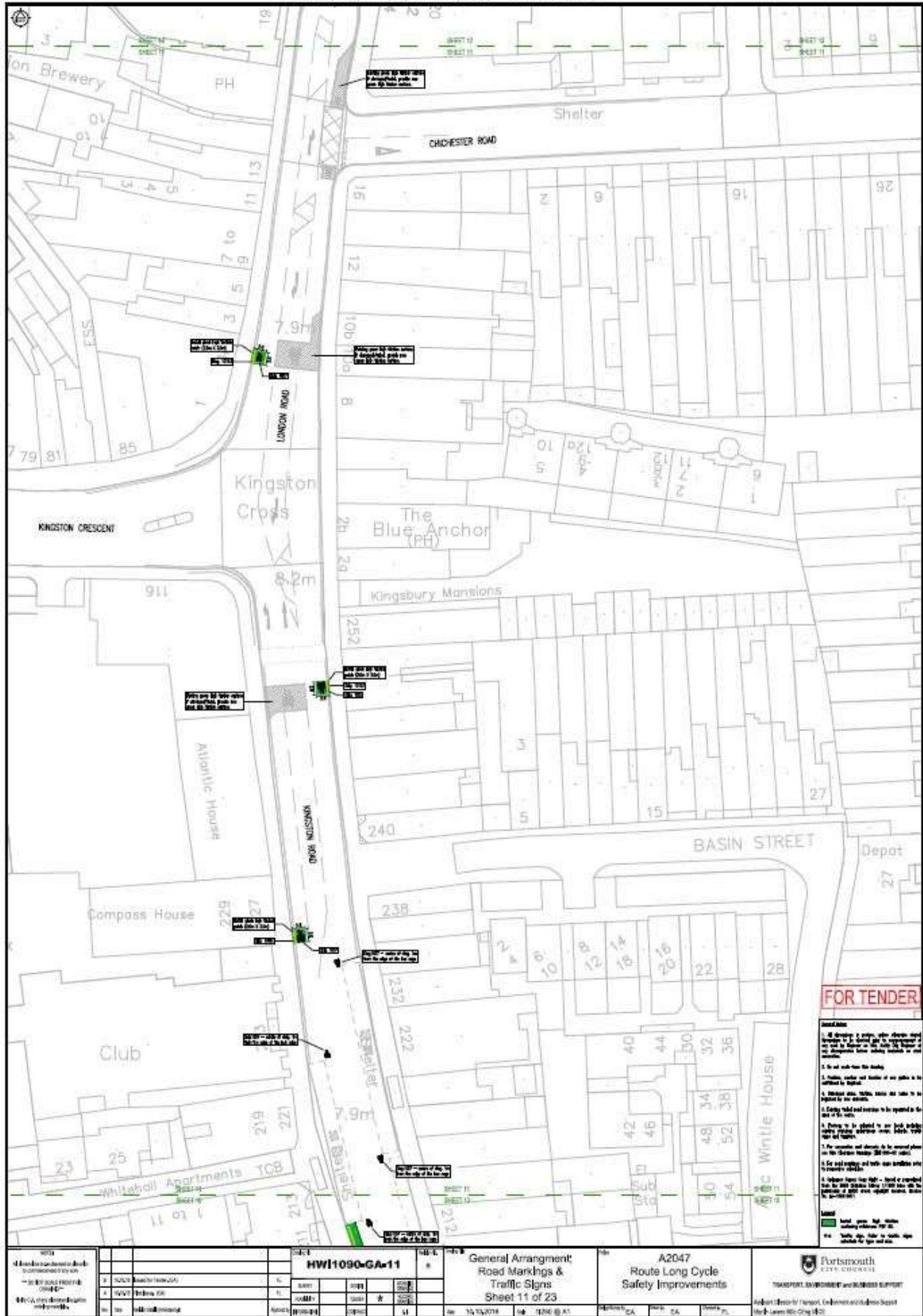
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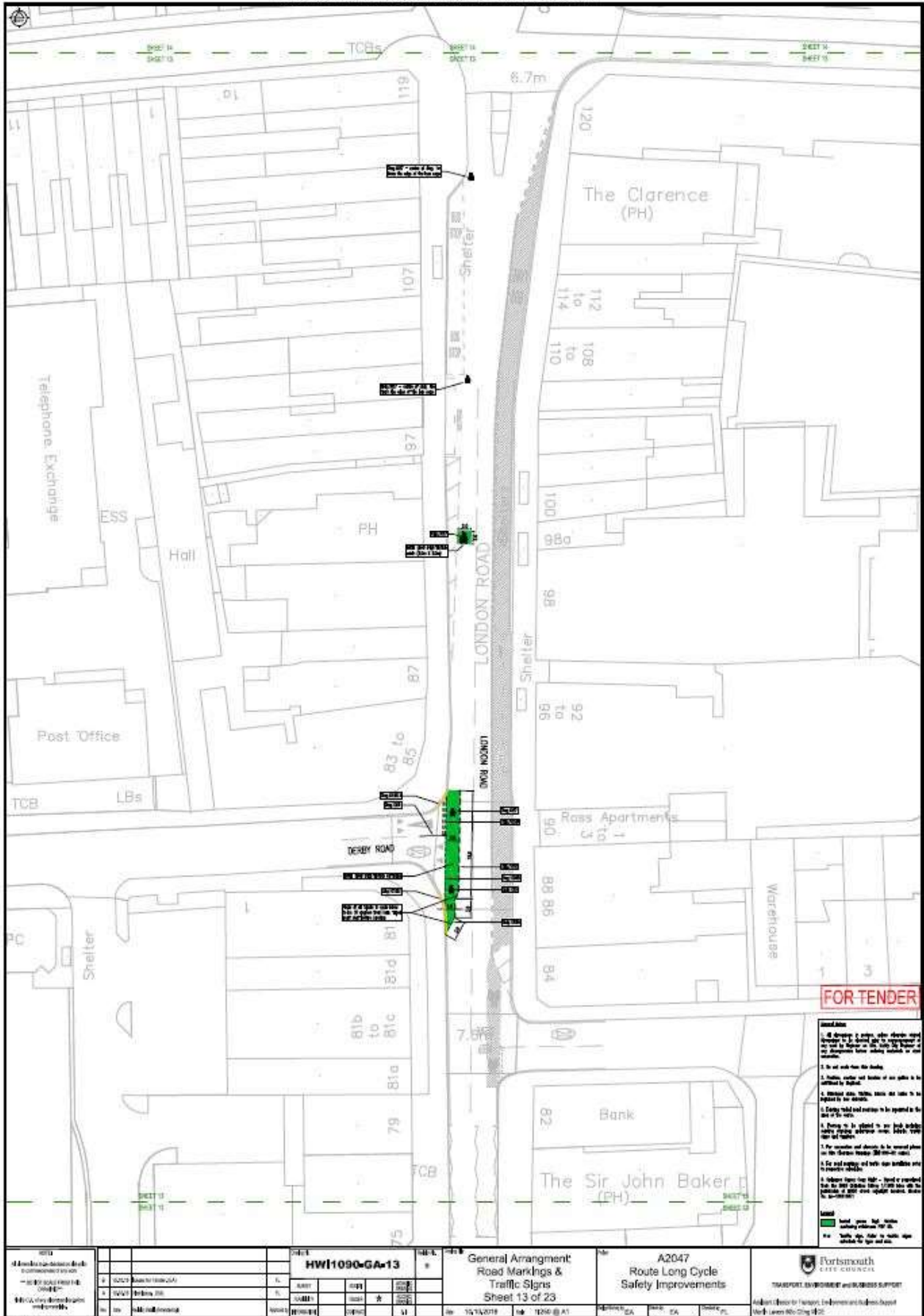


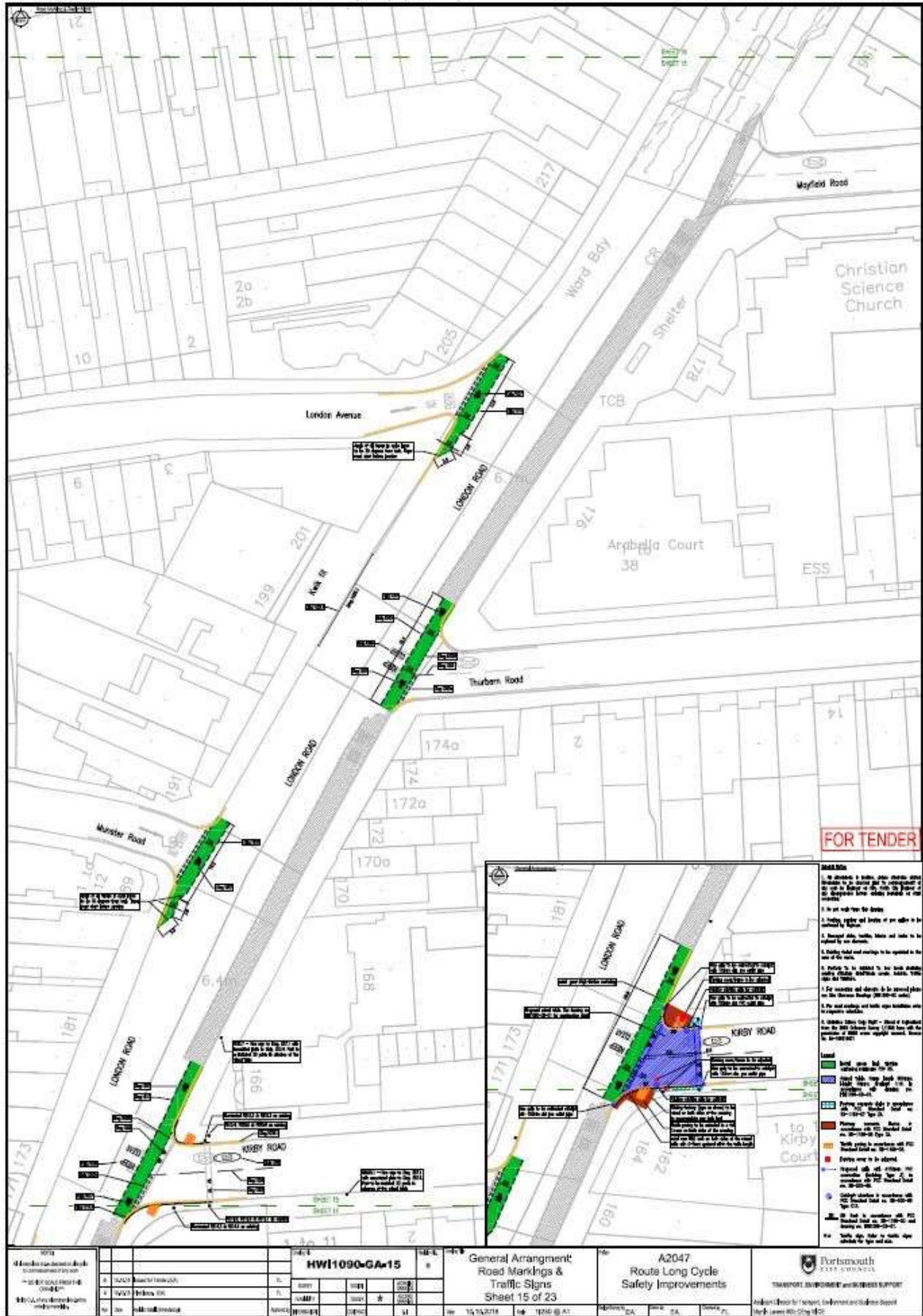


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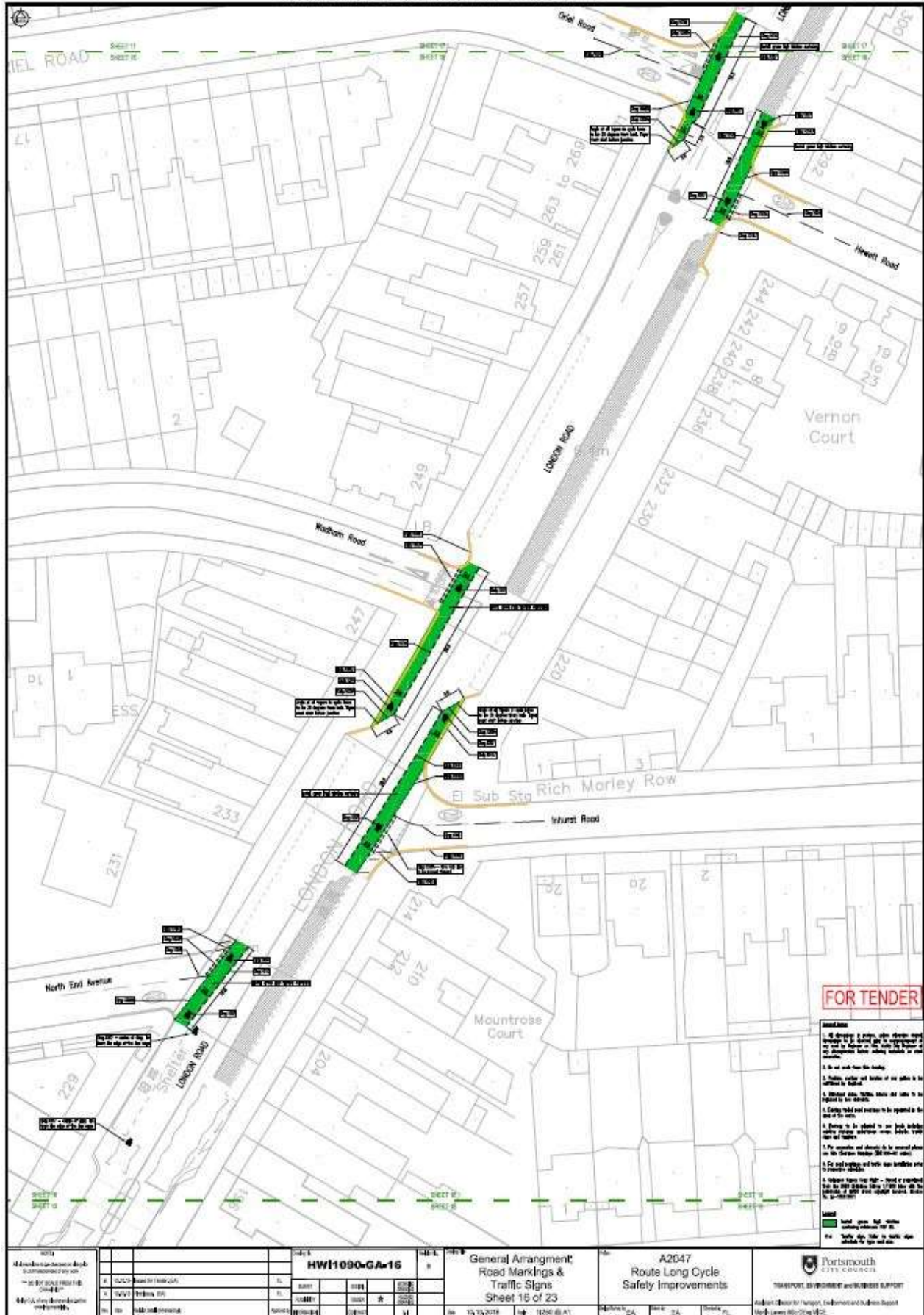


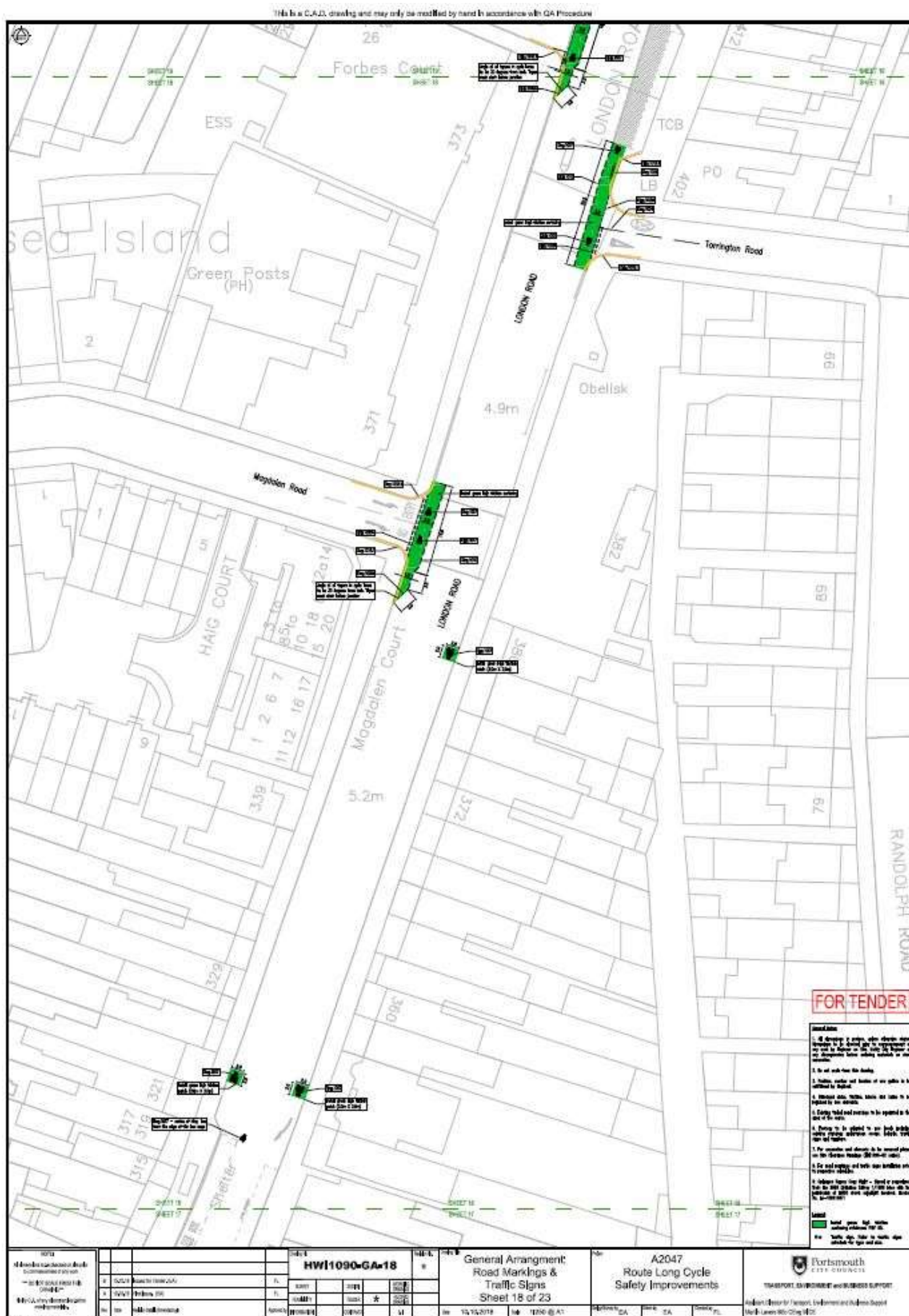
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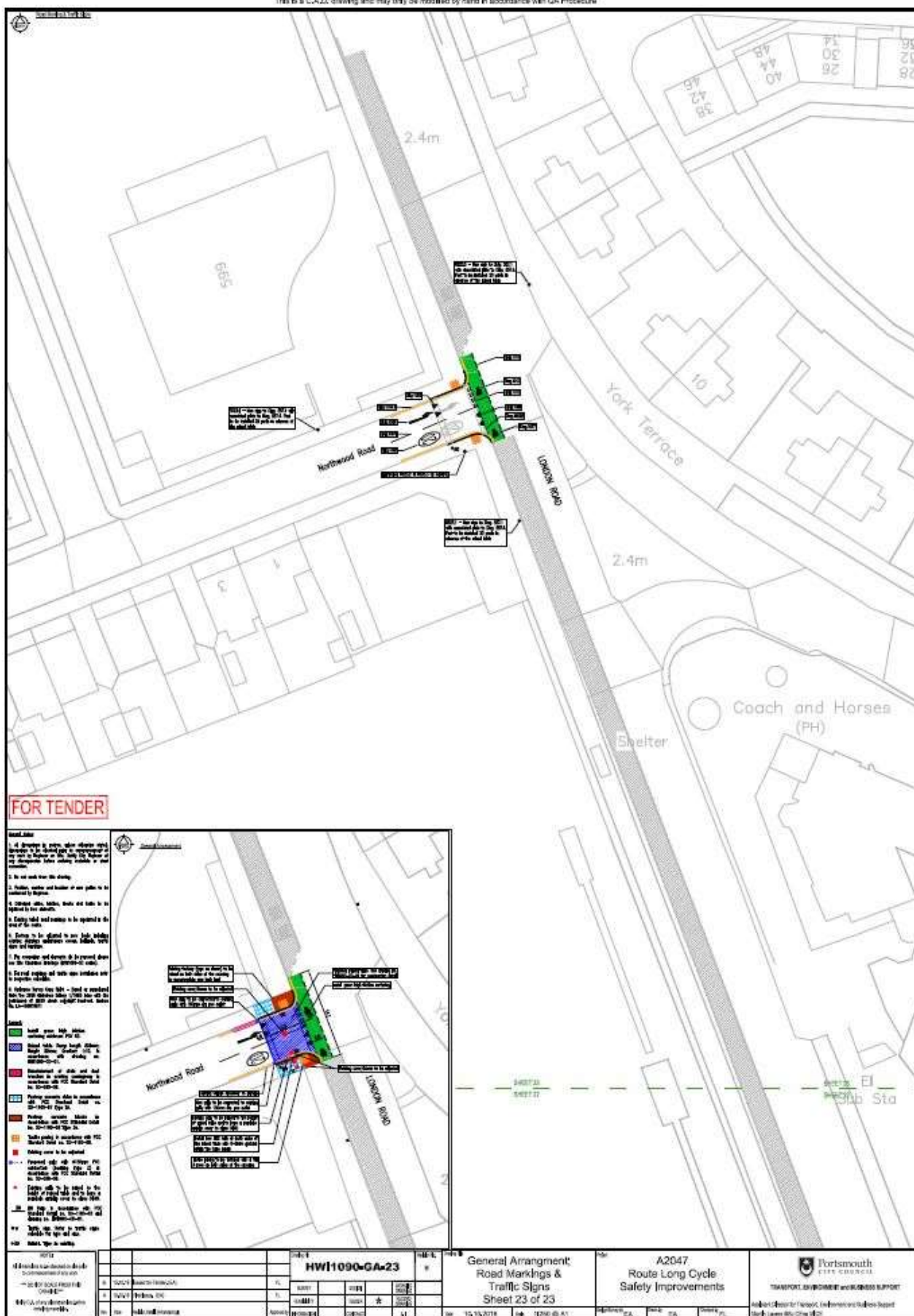


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Appendix 2: Consultation responses

Yes, I would support traffic calming	No, I would not support traffic calming	Comments
	✓	
	✓	In general, these 'raised areas' are detrimental to cars. A 20mph speed limit would be better with a camera enforcement stating £100 fine and 4 points on licence. Not just in Church Road but throughout the city. Raised areas do not generate revenue - cameras do. CCTV with appropriate enforcement is good!! Traffic lights throughout Portsmouth are poorly set too! From 78 yr old lifetime Portsmouth resident with advanced driving licence.
	✓	Ramps will slow down the flow of traffic which at times is very concerning. Will have little impact on safety.
	✓	I can observe the Hanway Rd/Fratton Rd junction. Drivers entering/exiting/passing have to look out for other traffic and pedestrians crossing both roads. A ramped table would simple be another hazardous distraction to watch out for. The sharp bend in Hanway Rd serves to slow traffic anyway. I, as a pedestrian, would be unhappy if a driver were looking at a ramp instead of looking at me. - A problem can be with arrogant fast cyclists who think that because they are passing on the main Fratton Rd, the need not give way to other traffic using the junction. I was never a car driver but I used to cycle in younger days.
	✓	Traffic calming with ramps - not your best idea.
✓		Ashling Lane North End. The entrance to my flat is in Ashling Lane North End and the traffic calming is in great need here. Ashling Lane is a 20mph zone and yet cars use it as a rat run to avoid traffic and traffic lights in London Road. They speed along this road all hours o the day and night and when cars also park here illegally as well it becomes very dangerous.

✓		Anything that makes our roads safer is good but hopefully it will not drive more cyclists to ride on the pavement which they do in abundance around Fratton. I could understand if it was children but it is normally male adults who go extremely fast so after you have sorted out the roads, perhaps you can make the pavements safer for everyone.
✓		I would like to have a raised table at the end of Selbourne Terrace entering Claremount Road to slow traffic down and up the road as motorists turn the corner at speed and have no consideration for pedestrians and other road users as over the years there have been a number of incidents.
✓		Northwood Road has become a rat run for early morning traffic which speeds down to the London Road junction. Also staff at the vauxhall garage has a tendency to speed up and down the road in order to get a parking space.
✓		Fully support all efforts to make cycling safer on busy roads.
✓		None
✓		Hopefully it will slow down the traffic as too many drivers drive too fast and make te roads dangerous.
✓		The return address should be freepost!
✓		Road speed is terrible on Kirby Road.
✓		
✓		(Note - Electric Cars make no noise) Pedestrians crossing roads may not hear approaching electric cars. Also, if people have ear phones it could be dangerous.
✓		Co-op in Oakwood Road could do with some thought for pedestrians.
✓		I welcome anything that keeps cyclists safe on the roads and to keep them off of pavements. Maybe to prosecute cyclists using phones while not paying attention to cars and pedestrians.
✓		Traffic calming measures are always welcome. Too much consideration is given to car drivers. - Measures should also be taken to keep cyclists off the footpaths. As big a potential danger to pedestrians as motor vehicles.
✓		I think that the traffic and roads need calming improvements. I think that a crossing is needed between Fig No. 2 Hanway Road Clinic Surgery and Hale Court 326 Fratton Road sheltered accommodation.
✓		none
✓		It can make parking more difficult which is bad enough in this area.
✓		The road has become a rat run and traffic is speeding. Can't wait.

✓		The proposed traffic calming improvements will help in transport going into and coming out of these side roads but the cycle lanes do not keep the cyclists off the pavements in North End shops. This makes it dangerous for pedestrians.
✓		I would also like to see more people penalised for incorrect parking. In Thurbern Road, we have people parking on double yellows every night limiting access to our private parking area behind our properties. Entrance is in Thurbern Road.
✓		We often hear about people being hit by cars on the road, whether using crossing or not. Will definitely improve and limit speeding.
✓		If these measures go ahead, cyclists will need to be lit up and well visible (lit up like Christmas trees). Suggest using freepost envelopes next time.
✓		none
✓		So thank the good lord these measures are being taken at long last. Frank Jonas told me this was being done some years ago but this did not happen. The 20mph speed limit is ignored by the majority of motorists and is never checked by the traffic police. Three cheers for at last putting calming tables in place. Will they be in Merrivale before Christmas?
✓		A quicker, easier and safer alternative would be to make Oakwood Road and Doyle Avenue one way roads (opposite directions obviously). With the school traffic, Co-op deliveries, bin lorries - volume of traffic the road is constantly congested due to traffic fighting to go in opposite directions.
✓		Could you also have a look at the free parking at the back of our block of 3 flats. Handway Road needs new yellow lines painted. People parking work vans, Fed Ex packs up and then parks his silver Mercedes for a week. This does not move all week. Also people are parking on double yellow lines making it very difficult for people to get out. Also, if possible, could a sign for a drive in & out to be put up. - People driving in all directions. Cyclists do not see drivers driving out in the work directions along Hanway Road. <u>Additional Comments:</u> Lived on Kingston Road for over 30yrs and have found it to be a very busy main road. Concerned about the future regarding parking in the area as area is increasing. Parking has gone for 81 Kingston road as 3 flats have been built on former garages.

✓		<p>Thank you for sending the traffic calming information and plans.</p> <p>I am in full support of the proposed raised tables as I believe they will go some way towards acting as a deterrent to the many drivers who exceed the current 20mph speed limit in Kirby Road.</p> <p>I request that further raised tables are introduced into Kirby Road itself between London Rd and Copnor Rd at various places, in order to slow down the numerous cars who do not comply with the 20 mph limit. Kirby Road is a residential area but is a heavily used route for through traffic and this poses a danger to both local pedestrian residents and also to the pupils of the adjacent two large schools who are at daily risk of danger and injury due to speeding traffic. This should be considered an urgent and priority matter.</p>
	✓	<p>Traffic calming measures would seem to be a waste of time and money as the increase of traffic on Kingston Road means that it is the only very small minority who are exceeding the road's safe speed, the resulting measures would cause untold inconvenience with very little results except more gridlock. - Rogue moped/motorcyclists/motorists will still abuse the road after any measures, that is the problem.</p>
	✓	<p>Traffic calming would cause massive tail backs at busy periods.</p>
	✓	<p>Not only are they uncomfortable for drivers, they are also uncomfortable for people who live next to them. Living next to the railway and Fratton road, noise pollution is already high and air quality is low (Portsmouth in the top 10 poorest in UK) so potentially have cars and lorries constantly slowing to "bump" over the obstacle and then rev up to drive away would make this a lot worse, especially with the volume of vehicles to and from Fratton Station. As far as Selbourne terrace is concerned, surely the budget could be better utilised elsewhere</p>
27	8	Totals