

**Title of meeting:** Cabinet Member for Traffic and Transportation  
**Date of meeting:** 11 July 2019  
**Subject:** Speed Reduction - Locksway Road  
**Report by:** Tristan Samuels, Director of Regeneration  
**Wards affected:** Milton  
**Key decision:** No  
**Full Council decision:** No

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**1. Purpose of report**

- 1.1** To consider the public responses to the consultation regarding proposals to implement speed cushions on Locksway Road, Milton Ward.

**2. Recommendations**

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

**approves the installation of speed cushions along Locksway Road as set out in Appendix 1.**

**3. Background**

- 3.1** Locksway Road has a 20mph speed limit. It is long and straight with good visibility. Average speeds along Locksway Road are 22mph, with a high V85 of 29mph (the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions, and Locksway Road's V85 is among the highest 10% in the city), and the last 5 years have seen 7 accidents (5 slight, 2 serious), all of which have occurred within/close to the proposed locations of the speed cushions.
- 3.2** The proposed traffic calming features (as shown in Appendix 1) are designed to improve road safety in the area:

Speed cushions will be installed along Locksway Road, at the junction of Mayles Road and Pleasant Road, at the junction with Morgan Road, between Ironbridge Lane and Trevis Road, the junction of Locksway Road and Furze Lane, and the junction of Locksway Road and Waterlock Gardens.

#### 4. Consultation

- 4.1** Consultation with representatives and the residents in/around Locksway Road has been undertaken;
- 4.2** A letter was addressed to residents of Locksway Road, within the agreed consultation area (provided within Appendix 1). This was carried out between 03 January and 31 January 2019.
- 4.3** Following the letters addressed to residents, a public notice detailing the proposed scheme was displayed on-street in Locksway Road, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. The 28-day consultation period took place between 3 January 2019 and 31 January 2019. 27 responses were received, with 17 respondents in favour of the scheme, 3 objections to the scheme.

The other seven responses were in favour of the scheme but wanted the speed cushions to be installed at different locations to those proposed in the scheme.

Public responses and engineer comments have been grouped below:

<i>Resident</i>	<i>Objections</i>	<i>Engineers Comments</i>
<b>Residents, Cllr Stagg, Public Park &amp; Ride Assistant and the Police</b>	<p><b>Objections:</b></p> <p><b>Need more speed cushions/speed cushions located on different parts of the road</b></p> <ul style="list-style-type: none"> <li>Those objecting feel the speed cushions should be located all the way along the road, or junctions near Meryl Road, Furze Lane, towards/past Orchards Road, Ironbridge Lane, past Fair Oak turning, Morgan Road, Trevis Road, Hollam Road, Mayles Road) where cars do not slow down/there is poor</li> </ul>	<p><b>Replies to objections:</b></p> <ul style="list-style-type: none"> <li>An additional two sets of speed cushions are being implemented as CIL funding was allocated to install 2 more sets of speed bumps at Waterlock Gardens and Furze Lane. This extension to the scheme meant that the design could be changed to</li> </ul>

	<p>visibility. There was a concern that locating a set of speed humps near the eastbound Stowe Road bus stop would cause passengers to leave their seats early.</p> <p><b>Better Signage/Speed Cameras</b></p> <ul style="list-style-type: none"> <li>• There were objections relating to the type of spend with respondents citing better signage e.g. enforcement of the 20mph limit, vehicle activated signage and speed cameras.</li> </ul> <p><b>Anti-Skid</b></p> <ul style="list-style-type: none"> <li>• Anti-skid was suggested as a less invasive measure than speed humps.</li> </ul> <p><b>Speed Cushions Do Not Stop Speeding, and One Way Road Solutions</b></p> <ul style="list-style-type: none"> <li>• Those objecting suggest that the Department for Transport no longer recommend speed cushions because that they do not work; cause air pollution; encourage speeding in-between cushions/sudden braking, and are not the best use of public money Also suggested is that the road is 20mph, so speed cushions are not required, and that a one way system would work better</li> </ul>	<p>avoid locating a set adjacent to the bus stop.</p> <ul style="list-style-type: none"> <li>• Other methods of speed reduction were considered, and speed cushions are demonstrated the best and most cost effective infrastructure solution in this case. We work with our colleagues in the Police consistently throughout the year to best achieve road safety outcomes.</li> <li>• Anti-Skid is used on the approach to junctions and roundabouts, not as a replacement for speed humps</li> <li>• Speed cushions are one of the most successful infrastructure measures that can be placed onto roads to lower vehicle speed, and lowering speeds saves lives. The Department for Transport remains in support of their use for the purpose of lowering speeds. It would not be possible for Locksway Road to be one way because there is no equal or comparable road to</li> </ul>
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	<p><b>Specification of speed bumps</b></p> <ul style="list-style-type: none"> <li>Those objecting feel speed cushions need to be clear of the kerb by 5m to provide a safety margin away from car doors, that there needs to be gaps for cyclists to avoid deterring cyclists on the road. A concern was raised over it being like the large new one by the small traffic island in Isambard Brunel Road, which has presented problems with the buses going over it, needing to travel very slowly to avoid scraping the bottom of them, almost going backwards, far too high.</li> </ul> <p><b>Damage to car</b></p> <ul style="list-style-type: none"> <li>Those objecting raise issues for emergency service vehicles, the potential for damage to car suspension, or. Note them to be painful for people with physical injuries.</li> </ul> <p><b>Cuts To The Bus Service</b></p> <ul style="list-style-type: none"> <li>The Bus service has been cut to one an hour, resulting in a large uptake in speeding cabs.</li> </ul> <p><b>Locksway Road is too busy For Speed Cushions</b></p>	<p>make one way in the other direction. This would trap traffic.</p> <ul style="list-style-type: none"> <li>The speed cushions will be constructed in accordance with The highway (Road Humps) Regulations 1999</li> <li>Damage to all vehicles can be avoided by driving over the speed cushions at the appropriate speed.</li> <li>We work with our colleagues within Hampshire Constabulary in an effort to reduce speeding from all vehicles on all roads in the city. The speed cushions will reduce the speeds that all vehicles are able to travel along the road.</li> </ul>
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	<ul style="list-style-type: none"> <li>Those objecting feel Locksway Road is too busy for speed cushions as they will make the road worse to travel on, and will get busier with new house build plans</li> </ul>	<ul style="list-style-type: none"> <li>Lowering speeds on Locksway Road will reduce the chances of accidents, and hence help improve consistent traffic flows.</li> </ul>
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## 5. Reasons for recommendations

- 5.1** The installation of speed cushions will encourage drivers to concentrate more on their driving and the road and lower the average speed. Lower average speeds should lead to lower casualty rates;
- 5.2** No parking spaces will be removed as a result of the speed reductions crossing being implemented.

## 6. Equality impact assessment

- 6.1** 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. The proposals seek to improve accessibility for pedestrians travelling within the area. The improvements will encourage lower speeds which will help vulnerable road users cross the road. It would look to improve the existing layout by slowing traffic, and help others to use road space within the area by lowering speeds. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the national targets. The scheme also seeks to improve the habitability of the area for residents and encourage sustainable transport methods that can be utilised. This scheme contributes to protecting and supporting our most vulnerable residents. It also promotes personal wellbeing.

## 7. Legal implications

### City Solicitor's comments

- 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 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.
- 7.4 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.
- 7.5 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. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO likely unnecessary.
- 7.6 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.
- 7.7 Before establishing, altering or removing a crossing the LTA shall:
- a) consult the local chief of police;
  - b) give public notice of this proposal

This implies a duty to consider representations received in response to such consultation

- 7.8 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices..

Regulations apply to specific traffic calming works and the display of appropriate signs.

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

- 8.1 The cost of this scheme is £50,000, this will be funded from the LTP Capital Budget as approved at Full Council on the 13th February 2018.
- 8.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

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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:

<b>Title of document</b>	<b>Location</b>
Preliminary EIA	W:\TES\COMMON\Traffic and Transportation Reports\2019 - 20 T&T Meetings\July 2019
Survey returns	As above

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

.....  
Signed by:  
Cllr Stagg  
Portfolio Holder for Traffic and Transportation

**Appendices:**

- APPENDIX 1 - Location & Implementation Drawing:
- APPENDIX 2 - Consultation responses from the public in full (objections):

**APPENDIX 1 - Location & Implementation Drawing**



**APPENDIX 2 - Consultation responses from the public in full:**

<i>Resident</i>	<i>Object and Comments</i>	<i>Engineers Comments</i>
		Comments only provided if not covered in the section 4.3
<b>Resident of Pleasant Road</b>	<ul style="list-style-type: none"> <li>Why only 3 sets of speed cushions? Put more than 3 sets in, or put them all the way along Locksway Road, to avoid drivers speeding up as soon they get past them?</li> </ul>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>It's about time the bus lane was opened up in furze lane to ease congestion along Locksway road. with the vast amount of traffic using the sports ground it creates havoc every night also Broom Square and Broom Close need zoned parking as if you are a resident and go out</li> </ul>	Out of scope for this project

	<p>after 4pm you come home to 300 cars parked in the residents spaces all using the sports ground and it's 7 nights a week and many people have children and have to park far away with shopping etc, it's frustrating because there is ample parking for the people that live here.</p>	
<p><b>Resident of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>The proposed speed cushions in a very small section of Locksway Rd are totally in the wrong place. This section is slow moving because of a busy junction and parked cars which only allow single lane traffic. The ideal places would be either side of the crossing near Hollam Rd to Mayles Rd as cars don't slow down for crossing and visibility is very poor for people using the crossing due to parking right up to the crossing and further to the east of the road past the bend near Meryl Rd towards Furze Lane. We live at 148 Locksway Rd and constantly hear traffic speeding from the eastern end of the road coming round the sharp bend, so in our opinion this is where traffic calming needs to be</li> </ul>	
<p><b>Hampshire Highways</b></p>	<ul style="list-style-type: none"> <li>Please accept this email as support into the traffic calming Scheme you have proposed to carry out on Locksway Rd. please would you also consider within this scheme extending the site to continue further East towards and past the Orchards, as a resident of this area with young children we have noticed an increase of vehicles traveling at high speeds more so in this end of the rd. than the narrower section you have proposed, I'm sure you are well aware that there has been a case's of emergency services being needed between the</li> </ul>	

	Orchards and the local convenience store at the end of Locksway	
<b>Resident of Locksway Road</b>	<ul style="list-style-type: none"> <li>I was delighted to view on Keep Milton Green website that PCC are considering placing a form of speed restriction along the road. I have been concerned about the speed of driving up and down this road for some time now. I did report an incident to 101 regarding myself nearly being hit by a driver speeding down the road and on another occasion nearly hit by another driver while using the zebra crossing. I live near to the junction of Hollam Road and Locksway Road and many times a day and night cars travel very fast on this particular part of the road. Nights can be worse because there is less traffic. I feel if the scheme was to work it needs to be the whole length of the road as drivers will only travel faster to make up for time and this will make it worse. There definitely needs to be measures placed either side of the zebra crossing too. I look forward with interest regarding the measures that will be put in place. Has a consideration been made for the speed check sign to be used that tells drivers to slow down if they are speeding?</li> </ul>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>Further to the proposals for the installation of speed humps along Locksway Road. I would like to register my objection to the proposals. I was under the impression that Government has recommended that no more speed humps are installed as they don't make significant difference to safety and create more pollution and noise with cars speeding up between them.</li> </ul>	

<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>I have read the proposed sites for the 'cushions' you intend to install on Locksway Road. Whilst I think they are a good idea, I believe they should be sited towards the junction of Locksway Road and Furze Lane. It is dangerous crossing over to The Larder, because of the blind corner, the speed that cars and cyclists come round that corner, and the inability to see if there is oncoming traffic due to parked vehicles. I have nearly been hit several times.</li> </ul>	
<p><b>Resident of Cheriton Road</b></p>	<ul style="list-style-type: none"> <li>Regarding the proposal to install speed cushions in Locksway Road. I think it is an excellent plan and overdue if I may say so. I navigate the road on a daily basis and I am fed up seeing many drivers exceeding the 20mph speed limit. All too often I find myself being tailgated by other drivers attempting to intimidate me too speed up, they never succeed. I do wonder if 2 speed cushions would be enough, as far as I am concerned the more the better.</li> </ul>	
<p><b>Resident of Cheriton Road</b></p>	<ul style="list-style-type: none"> <li>The road traffic calming improvements you contacted us about are an excellent idea. Thank you very much and I believe they would help with calming traffic along two-thirds of Locksway Road. Traffic very much also needs to be calmed on Locksway Road's junction with Trevis Road and Meryl Road where cars are very often speeding.</li> </ul> <p>Could you please take this into account if you are looking to address excessive speeds along the whole of Locksway Road rather than just one section of it? I look forward to hearing back from you.</p>	

<p><b>Resident of Fair Oak Road</b></p>	<ul style="list-style-type: none"> <li>• Excellent idea for road calming, need more ramps along length of road and for them to be full size across the road. The “little” bumps do not slow traffic, all you do it drive in the middle of the road and let your wheels go either side of the bump, as you do on Crofton Road and others.</li> </ul>	
<p><b>Resident of Godwit Road</b></p>	<ul style="list-style-type: none"> <li>• For the benefit of cyclists I would like the Speed Bumps to be clear of the kerb by 5m to enable us a safety margin away from car doors and still be free from bumping over the obstructions. We want to encourage cycling and not make it harder than it already is. There is a visual "blackspot" for motorists, cyclists and pedestrians alike at the junction Ironbridge Lane and Locksway Rd looking east. Can we have a new "Cushion" here please?</li> </ul>	
<p><b>Resident of Fair Oak Road</b></p>	<ul style="list-style-type: none"> <li>• In relation to the above, I fully support the idea as some speeds the cars do down there are utterly ridiculous. I would also like to see the installation of the speed cushions to go one step further. I live in Fair Oak Road and feel that there should be at least another set of speed cushions just past the turning in to Fair Oak as there always seems to be a number of vehicles (mainly students and taxis) that must be doing around 40mph between Ironbridge Lane and past Fair Oak turning.</li> </ul>	
<p><b>Resident Of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>• Three speed cushions are fine, but really these need to be spaced out all along Locksway Road, from entrance at Milton Road up to Furze Lane. The speed of traffic passing my house are far greater than 20 or 30mph. This is all day and long into</li> </ul>	

	<p>the night. With cars and vans now parking either side of the road, combined with the speed of traffic, I am amazed there have only been 8 collisions. However, with the addition of new homes to be built in the St. James Hospital this road will be chocka blocked full of traffic all day in the future, thus reducing need for these speed bumps as traffic will be unable to move at all!!!! Please consider the whole of Locksway Road in your schemes, until such times these new homes are built.</p>	
<p><b>Resident of Locksway Road</b></p>	<ul style="list-style-type: none"> <li>I have been the resident of Locksway Road, since June 1988. As you can imagine, I have witnessed a huge increase in the volume of road vehicle traffic utilizing the road, with a significant proportion of vehicles obviously not observing the 20 mph speed limit.</li> </ul> <p>Your proposal of the implementation of 'speed cushion' receives my full support and I agree with the aims of the scheme.</p> <p>However I have a major concern, regarding the proposed layout of the speed cushions. I strongly believe with the raised units only being built on the western location of the road, will not totally resolve the excessive speed problem.</p> <p>Vehicles travelling east towards Furze Lane, once past the Ironbridge Lane junction, will have a huge tendency or temptation to return to excessive speeds, whilst travelling along the remaining two straight lanes of Locksway Road leading to Furze Lane.</p> <p>I would strongly petition for the implementation of the raised units, to</p>	

	<p>be installed along the full length of Locksway Road, in order to alleviate this concern.</p> <p>I look forward in advance, to your response to my proposal.</p>	
<b>Resident of Pleasant Road</b>	<ul style="list-style-type: none"> <li>I am unsure as to why only 3 sets of speed cushions will be used. Surely it would be more sensible for them to be the length of Locksway Road down the roundabout? As soon as the drivers get past Pleasant Road where the proposed cushions will be they will just increase speed again.</li> </ul>	
<b>Resident of Stowe Road</b>	<ul style="list-style-type: none"> <li>Further to your letter 02 January 2019, I think better signage should have been tried before putting in speed cushions. Speed cushions are very aggravating and I really don't think would encourage people to cycle more. (I presume the gap in the speed cushion will be in a place that allows cyclists through as this is not always the case and probably isn't when cars are parked either side, they are then equally aggravating for cyclists). There are very few 20mph signs down Locksway and those can often be obscured, or a driver is too busy watching the road to see them. 20 in the road helped, although there probably wasn't enough of them (they could be put both ways up in the middle rather than over to one side, where there is parking). These haven't been reinstated and need to be. Perhaps more signage, bigger signage or electronic signage would help. I presume the location of the speed cushions is based on collisions</li> </ul>	

	<p>taking place in that part of the road (your letter doesn't say if the collisions were caused by speeding, I assume that was the case), however, the whole road is very busy; so I feel could equally have collisions. I feel people need to be aware of the 20 mile limit when they enter the road and also at the locks end, it seems to me that those inclined to go the fastest are going to the locks end so need reminding on their way back. I don't know if that is the University site, the flats or the pub. I also think areas of rough road similar to those that slow traffic before roundabouts on A roads would alert a driver to 20mph signage. I wonder if a little judder is less annoying than the whole up and over thing, some people manage to speed between humps anyway!</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• Firstly, we very much welcome the principle of the introduction of speed control measures as there has been a long standing issue of speeding drivers in Locksway Road. The proposals however in our opinion do not go far enough along the road as to be effective in addressing the existing issue. We live at No. 228, with our property being within the section of Locksway Road immediately after the road bends beyond the entrance to Fair Oak Road when travelling eastwards, and we have significant issues with speeding drivers in this section of the street. We can appreciate that the measures are proposed along what is one of the longest and straightest sections of the road and probably from a highways perspective this is where it may be deemed that drivers are most likely to therefore exceed the speed limit, and indeed it may be argued that</li> </ul>	

	<p>the aforementioned bend in the road and the more limited visibility that this affords should theoretically in itself act as a speed control measure and encourage drivers to exercise more caution. The reality however is very different and drivers continue to speed along this section of the road, with the bend and the presence of parked cars along both sides of the road immediately after this combining to notably compromise highway safety. It is also one of the most dangerous parts of the road to cross as a pedestrian or to cycle down for the same reasons. The measures therefore in our opinion need to go further eastwards along the road in order to be truly effective and as such we would ask that the extent of the scheme is therefore reviewed and this matter reconsidered.</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• I live backing onto Henderson Road and can assure you that this sort of "road calming" will ONLY work if the area is monitored frequently and regularly AND penalties applied. Traffic speeds along Henderson Road all of the time. Cars lorries vans motorbikes and taxis. This system is a complete and utter waste of money without the follow ups. Putting tables in the road and flashing signs mean nothing to the average driver</li> </ul>	
<p><b>Resident of Mayles Road</b></p>	<ul style="list-style-type: none"> <li>• Speaking as a resident of Mayles Rd and driver of a small car I already have to negotiate a lot of speed bumps to get home, and fear this does not do my suspension any good, however slowly I drive. I find that drivers still go faster between bumps just slowing down for the bumps and then revving up. This will happen even more on a wide road like Locksway. I think flashing 20 mile signs are much more</li> </ul>	

	<p>effective, particularly if accompanied by a speed camera. Please could these be considered as an alternative.</p>	
<b>Resident</b>	<ul style="list-style-type: none"> <li>We would like to lend our support to the proposed implementation of Speed Cushions along Locksway Road, but would question why these are not being introduced over a longer length of the road. It would seem to make sense to have the cushions laid out as you approach each side of the pedestrian crossing and not just commencing past Pleasant Road. We would also question why the cushions stop just before Ironbridge Road and are not being continued towards Fair Oak Road and onwards? If possible we consider that the traffic calming measures should be implemented over the majority of Locksway Road to ensure the best effect rather than this short length detailed.</li> </ul>	
<b>Public Transport and Park &amp; Ride Assistant</b>	<ul style="list-style-type: none"> <li>Looking at the bus stops near the proposed speed cushion locations my only comment is regarding the middle cushions at Stowe Road. These are situated just before the eastbound bus stop and I would like to see them at the junction of Morgan Road and the third set moved east of Ironbridge Lane. This would assist any passengers leaving their seat before the bus stops.</li> </ul>	
<b>Resident of Locksway Road</b>	<ul style="list-style-type: none"> <li>I agree total that action needs to be taken to slow the traffic on Locksway road, but total disagree with your method.</li> </ul> <p>Speed Cushion (lol) only lead to greater air pollution and do not solve the speeding issue, the reality is it that most drivers speed between the cushions and then</p>	

	<p>brake to slow down for them and then speed up, thus causing more fuel emissions and causing more brake dust to be put in to the atmosphere. I believe this is a well-documented fact.</p> <p>There are a lot of visiting drivers using the Furze lane sports ground who drive fast, leave litter and take all the parking spaces.</p> <p>The large Green King pub which has Mod moped Rallies in the summer, there are also a lot of LADS and LADETTES using the car next to the pub next to the Thatched House to smoke and take drug and drink, and pull wheelie and do doughnuts later at night. Not to mention the RVs camping there too.</p> <p>The Bus service has been cut to one an hour, so a large uptake in cabs, who mostly drive very fast.</p> <p>Locksway is a main road going nowhere, two speed Cushion is not going to do it.</p> <p>I think speed cameras are a better deteriorate even if they are not turned on, or even better a Dutch Shared road system but that would be the most expensive.</p> <p>Personal I'm sick of the speed cushion, I have two slipped disks and its painful going over them at any speed.</p> <p>If they worked it might be a different thing, but I don't believe they do. Waste of time and money if you ask me and you did, glad it's not my problem to solve.</p>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>• We would support all the calming measures that you suggest near Pleasants Road, Stowe Road and</li> </ul>	

	<p>Ironbridge Lane junctions. In addition we would like to ask:-</p> <ul style="list-style-type: none"> <li>○ as well as the above measures are there plans to site a 'speed cushion' further East along Locksway Road near to our road (Trevis Road) and Meryl Road as that is where Locksway Road curves and is a particular blackspot?</li> <li>○ what measures are in place to enforce the 20 mph speed limit? Do the police / traffic dept have plans to site a speed camera in Locksway Road?</li> <li>○ should the 'speed cushion' proposal be approved, what is the timeline for completion on this work?</li> </ul>	
<p><b>Resident</b></p>	<ul style="list-style-type: none"> <li>● Firstly these are speed bumps not cushions. They do not absorb any impact so let's call them what they are. Over time they reduce the life span of my vehicles steering components which I'm not in favour of! A better solutions is to put up speed awareness signs, the one that displays your current speed. This always reminds me of my speed and I adjust it if needed. Speed bumps are a pain for drivers and emergency services. Drivers supply the city so shouldn't always bear the brunt of decisions.</li> </ul>	
<p><b>Resident of Mayles Road</b></p>	<ul style="list-style-type: none"> <li>● I agree that something has to be done, but don't agree with speed cushions, because when they were laid in Meon Road, they were not maintained properly, the metal angles were showing through and pot holes appeared, and require a lot more maintenance as they were all different heights and do more damage to cars with lower profiles</li> </ul>	

	<p>as we have seen in Mayles Road taking the sumps out of cars event at low speed, and do the council want to foot the bill? The ramps that are more favourable are the ones in Henderson Road with the slopes up and across and down and don't throw you from side to side, it does a better job on slowing down traffic without cars trying to dodge the humps.</p>	
<p><b>Resident of Towpath Mead</b></p>	<ul style="list-style-type: none"> <li>• Fact - speed ramps cause pollution</li> <li>• Fact - the amount of traffic currently using Locksway Road makes it very busy, and with the new houses planned to be built in St James, more will be using Locksway Road, making the situation much worse.</li> <li>• Locksway Road has a speed limit of 20 mph, so do we need speed ramps? It's a known fact that due to the 20 mph speed limit in most of Portsmouth car emissions have gone up. This is affecting Portsmouth residents' health with severe chest problems, asthma etc. Think of their safety, who have to live with it 24/7.</li> <li>• The team responsible for erecting the speed ramps in most of the roads off Locksway Road obviously did not do their homework. Cars speed down these roads, to get to the other end before another car came the other way, as there was no room for 2 cars to pass. Have you tried to back up 200 yards at night in the rain with the windows misted up? Eventually some wise person on the Council made the right decision to make these roads one way. This was the answer to the problem in the first place. There is no need for speed ramps now. Take them away and cut the pollution, as now the 20 mph speed limit is adhered to, there is no longer any need to speed down these roads.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Have a word with the Doctors at Eastney Health Centre. Their problem has gone up with chest complaints since the 20 mph speed limit was introduced.</li> <li>• Portsmouth is the most densely polluted city per square mile in Europe. Carry on increasing the pollution and it will be the most polluted city in Europe. For goodness sake use your common sense.</li> </ul>	
<b>Police</b>	<p><b>No objection to the schemes</b> - asks PCC to consider that the white zig-zag markings follow the line of the carriageway edge, as if they do not, there will be nothing to prevent vehicles from stopping in the hatched lay-by area, which can be dangerous.</p>	<ul style="list-style-type: none"> <li>• This does not apply to this scheme</li> </ul>

*(End of Report)*