

Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: Thursday 2 December 2021

Subject: Speed and Casualty Reduction Measures 2021/22 budget

Report by: Pam Turton - Assistant Director Transport

Wards affected:

Key decision: No

Full Council decision: No

1. Purpose of report:

1.1 To consider the locations suggested for infrastructure improvements as part of the Casualty & Speed Reduction LTP 2021/22 programme.

2. Recommendations

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

2.1 Approves the proposed spend from the Casualty & Speed Reduction Measures budget of £150,000 on the following schemes:

- Elm Grove / Grove Road junction (£40,000);
- Visibility and awareness treatments (£100,000);
- Speed surveys (£10,000)

3. Background

3.1 The aims of the Portsmouth City Council road safety program are as follows:

- To reduce the risks presented to all road users, especially those identified as being most vulnerable through the analysis of available data
- To reduce the number of casualties resulting from accidents
- To increase confidence for vulnerable users in utilising the city's infrastructure, encouraging sustainable and active modes
- To support and contribute to the objectives outlined in LTP4

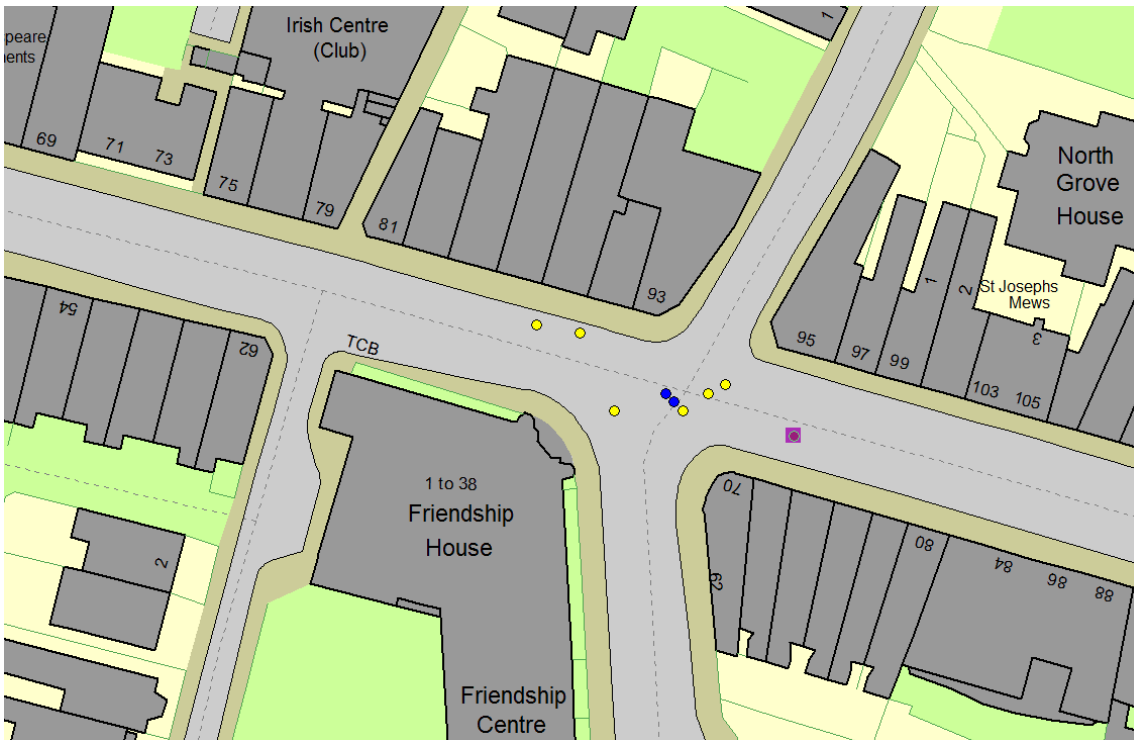


- 3.2 Analysts within the PCC Transport team have been using data collected from the following sources to pinpoint locations in the city where there is a high risk of accidents occurring or re-occurring in the future:
- Hampshire Constabulary accident data
 - Automated 7 day speed surveys
 - Automated 7 day traffic counts
- 3.3 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians. Casualty reduction can be achieved when an accident or problem, borne out by a treatable pattern, grouping, or common causation of accidents is identified.
- 3.4 The Casualty & Speed Reduction Measures budget allocated within the LTP 3 funding 2021-22 will address those statutory duties.

4. Reasons for recommendations

Junction of Elm Grove and Grove Road North/South

- 4.1 Following the accident report for 2019/20 (Appendix I), the analytics team undertook a 'deep dive' into accident hotspots in the city, to enable the Safer Travel team to pinpoint sites where there is a high risk of accidents occurring / recurring (see Appendix II). This analysis showed that the junction of Elm Grove and Grove Road North/South (cluster 13) has had 9 accidents in 2019 and 2020 alone, all within a 30m² area. Of the 9 recorded casualties, 2 were pedestrian and 5 were cyclists; a higher proportion of vulnerable road users than is typical at similar sites. The site was subsequently named as the no.1 priority site for intervention, out of the 13 listed in the report (Appendix II, p. 15 table 1)
- 4.2 The factors contributing most frequently to the recorded incidents include:
- Poor turn or manoeuvre (3)
 - Failed to look properly (4)



- 4.4 A key behaviour displayed at this site is a motor vehicle turning right or left across the path of a cyclist, either oncoming or alongside. Early release cycle signals have been installed on 3 of the 4 arms of the junction - improved access to the advance stop lines could enable cyclists to enter the junction ahead of other traffic and move safely away.
- 4.5 Engineered solutions to the issue could include additional signage, high friction surfacing and/or the segregation or enforcement of the existing lead in lanes.

Visibility & awareness treatments

- 4.7 Analysis of accident hot spots (Appendix I, p.20) has shown that failed to look properly is the most frequent cited cause of collisions in the city. Failure to judge another's speed or poor turn/manoeuvre are also frequently cited; these factors are more commonly associated with poor visibility or lack of awareness or concentration on the part of the driver or rider, than with speeds significantly higher than the given limit.

Recent speed survey data collected has indicated a number of sites which have low level speeding issues with no accompanying pattern of casualties. Sites like these across the city would benefit from an entry level intervention to encourage all road users to concentrate more on their surroundings, slow down approaching junctions and be generally more mindful of other users. Potential 'light touch' measures recommended at sites like these could include

additional lining and signage, or in some cases the installation of vehicle activated signs (VAS). These locations would then be subject to further monitoring of speed and casualty data; any indication that a speeding issue is unresolved or has escalated would result in the site being recommended for a more significant engineered intervention.

4.8 It is recommended that the following criteria should be met at the selection stage

- A pattern of speeding that has been confirmed by a 7 day automated speed survey
- No corresponding pattern of casualties attributable to 'excessive speed'
- Speed limit is 20mph or 30mph

4.9 Packaging up works for numerous locations, particularly those requiring lining or high friction surfacing will achieve the best value for money. Sites to be considered include:

- Magdalen Road
- Winter Road / Devonshire Avenue junction
- Lower Farlington Road
- Milton Road/Copnor Road

Other sites will be prioritised as more survey data is collected and analysed.

Speed survey budget

4.10 A fixed budget for automated 7 day speed surveys is required to support the work of the Safer Travel team, as well as colleagues across the Regeneration directorate. PCC have recently begun working alongside partners at Hampshire CC to deliver consistent and usable speed data from sites across the city. Undertaking the work in batches of 10+ and utilising the survey team at Hampshire ensures the best value for money, and will enable a greater number of sites across the city to be surveyed each year.

4.11 Concerns about speeding are frequently raised by members of the public and elected members; the Safer Travel team maintain a list of survey requests. It is essential that operational decision making is based on up to date data, and that sites being considered for intervention are prioritised against other locations using comparable data.

4.12 Survey data is also required to monitor and evaluate infrastructure schemes, which will ensure that effective measures are refined over time and best practice is developed.

5. Integrated impact assessment

5.1 A full integrated impact assessment is included with this report

6. Legal implications

6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its 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.

7. Director of Finance's comments

7.1 The cost of these schemes is £150,000 and will be funded from the 2021/22 Local Transport Plan (LTP) allocation in the approved capital programme.

7.2 The cost will cover the design, construction works and a commuted sum associated with the scheme.

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Signed by:
Assistant Director of Transport

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
Accident and casualty report 2020	W:\TES\TP\Data Analysis\Data reports\Accident Report

Accident and casualty report - deep dive analysis	W:\TES\TP\LTP\Schemes Information\LTP 21-22 schemes\6) Casualty & Speed Reduction 2021-22\Background research
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: