

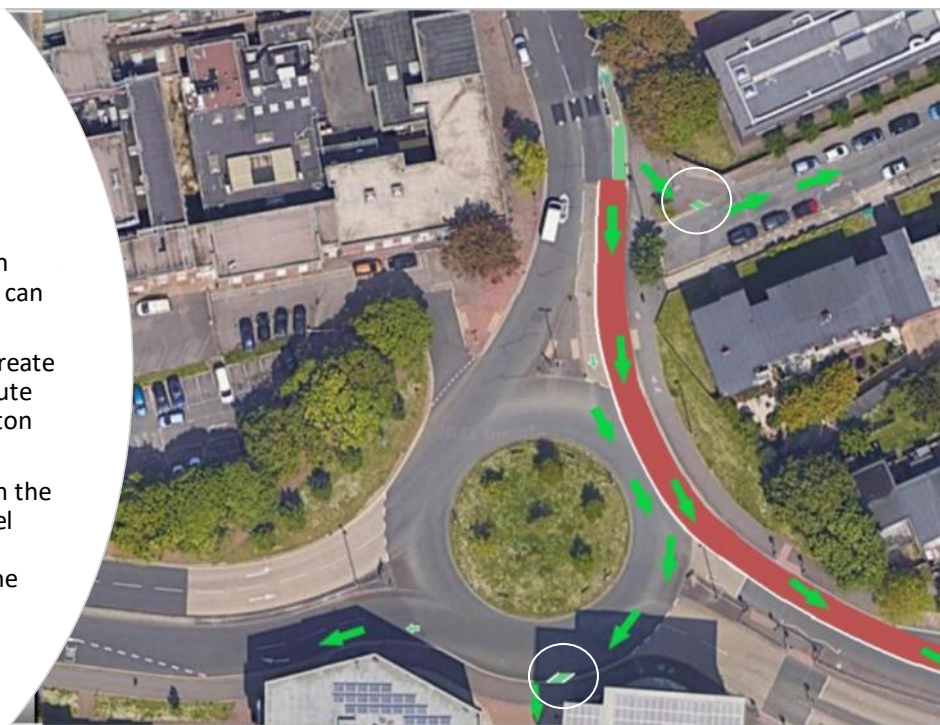
Appendix A: Active Travel improvements proposals 2021:

Active Travel Improvements 2021/2022



Isambard Brunel roundabout improvements

- Install a dropped kerb on Hyde Park Rd so cyclists can safely join the road.
- Extend the bus lane to create a continuous on-road route for cyclists joining Winston Churchill Ave.
- Install a dropped kerb on the south of Isambard Brunel roundabout so on-road cyclists can safely join the shared use path.

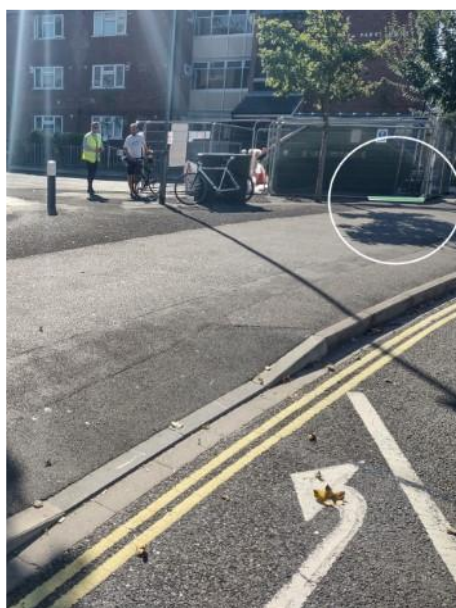
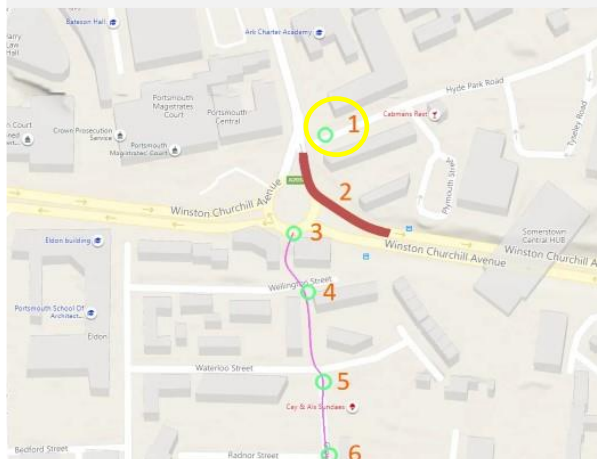


Cycling route from Isambard Brunel roundabout to Green Rd

- Connect Wellington St and Waterloo St by installing a dropped kerb.
- Install additional signage on Grosvenor St and Green Rd to connect the south of the city to the east-west active travel corridor and City Centre.
- Add on-road markings to compliment the existing traffic calming measures, like speed cushions, to ensure the route is safe and pleasant for active travel.

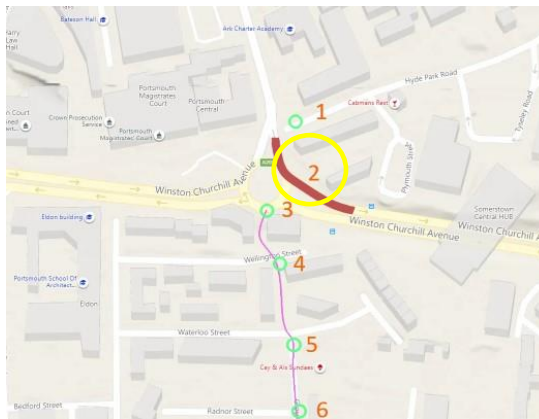


Project	Description	Reasoning
1. Dropped kerb from Isambard Brunel Rd to Hyde Park Rd	Introduce a dropped kerb for cyclists to leave the footway onto Hyde Park Rd.	There is no dropped kerb to take cyclist onto Hyde Park Rd. A cyclist would need to drop down off a full height kerb to reach the carriageway. Increasing risk of injury. Likewise, this route would be inaccessible for those on adapted or recumbent cycles.

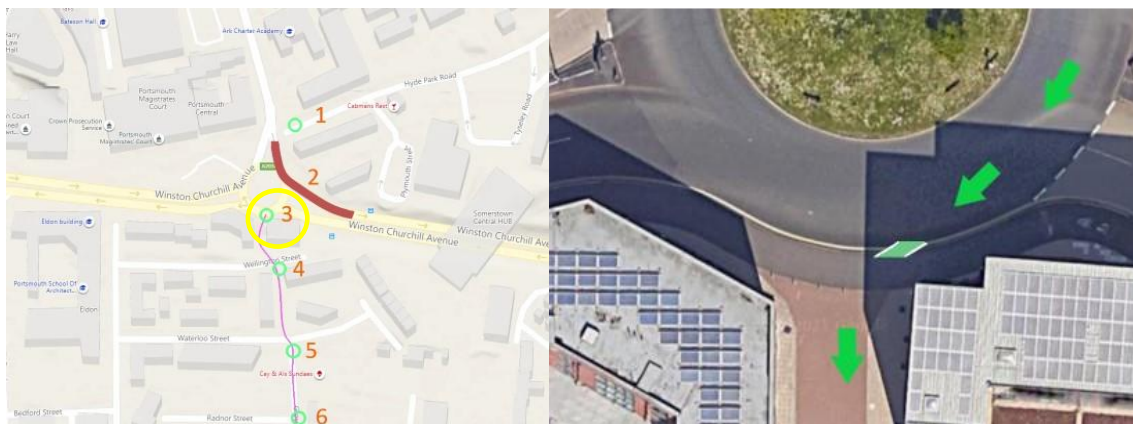




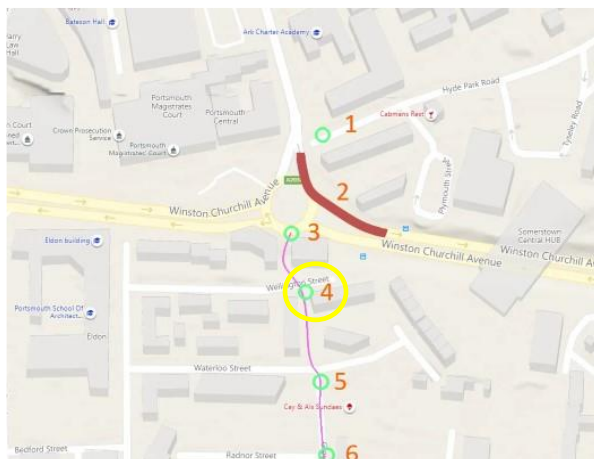
Project	Description	Reasoning
2. Isambard Brunel roundabout bus lane extension	Reintroduce and extend the bus lane from the south of Isambard Brunel Rd turning east onto Winston Churchill Ave.	To allow buses and cyclists to have a continuous route onto Winston Churchill Ave, avoiding conflict between vehicles on the roundabout, and pedestrians on the footway.



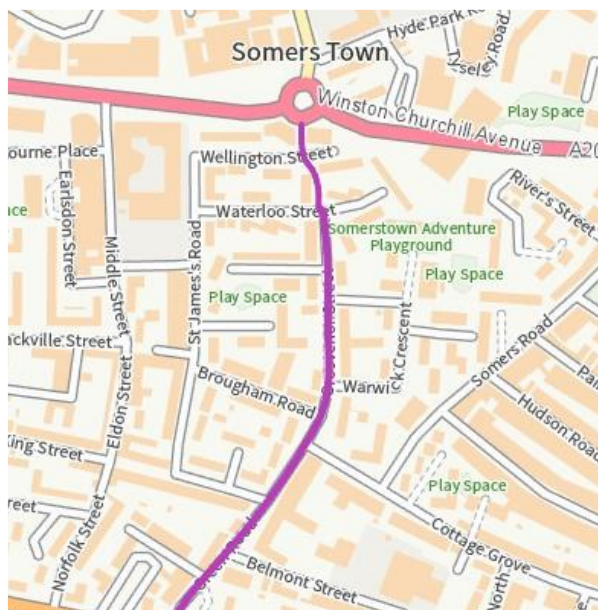
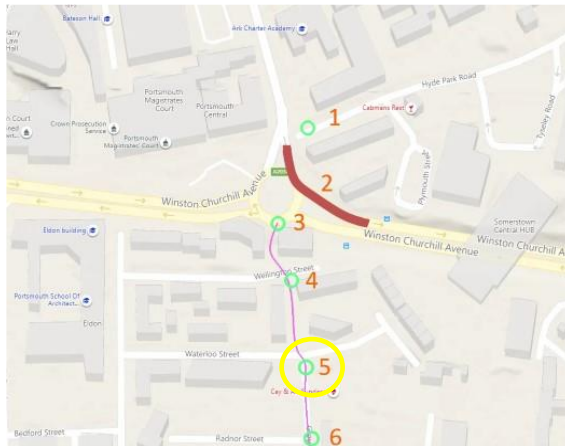
Project	Description	Reasoning
3. Dropped kerb on the southern part of Isambard Brunel roundabout	Introduce a dropped kerb for cyclists to exit the roundabout to head south.	The dropped kerb will allow cyclists to safely join the shared use pavement and join the north-south route through Wellington St, Waterloo St, Grosvenor St, into Green Rd.



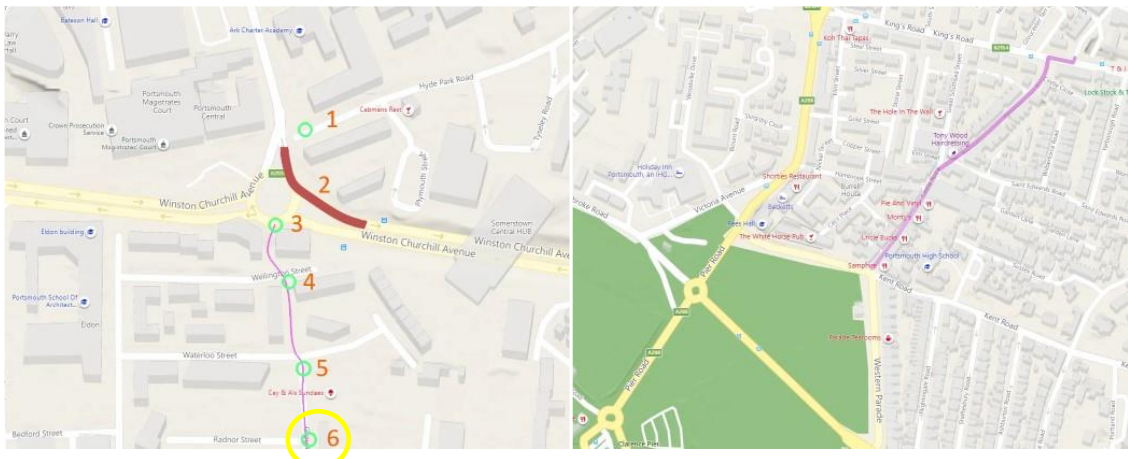
Project	Description	Reasoning
4. Cycling signage and dropped kerb on Wellington St	Install a dropped kerb on Wellington St and further cycle route signage towards Green Rd.	This will create a new route for cyclists to travel from the south of the city to the City Centre and/or join the east-west active travel corridor.



Project	Description	Reasoning
5. Cycle route signage on Grosvenor St and Green Rd	Installing signage to create a cycle route connecting the south of the city to the east-west corridor and the City Centre.	This road has limited motor traffic and actively limits speed through use of speed cushions. It could therefore be used to extend the cycle route with minimal changes to infrastructure.



Project	Description	Reasoning
6. Potential to extend the cycling route from Green Rd to Castle Road and Clarence Pier	Extend the north -south cycle route from Green Rd to Castle Rd and Clarence Pier using signage and minor improvements.	The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.



Potential for an extended north-south route

- The successful restriction of motor traffic on Castle Rd provides an opportunity to extend the cycle route further south. This could then be further extended to Clarence Pier across the common and Duisburg Way.
- This extended route will require additional work and may be beyond the scope and budget of the Active Travel Improvements.
- It however demonstrates the potential for our improvements to benefit the wider active travel network.



Appendix B: Portsmouth Cycle Forum formal objection

TRO Ref: 206/2022

Location: Isambard Brunel Road

Portsmouth Cycle Forum response

Portsmouth Cycle Forum has previously supported the extension of the bus lane and the creation of a southbound segregated cycle lane in Isambard Brunel Road that follows the vision for the Council's Local Transport Plan 4 to create a people-centred travel system. This was a scheme for which we made a supportive deputation when the funding approval decision was taken at [the Traffic and Transportation meeting in December 2021](#).

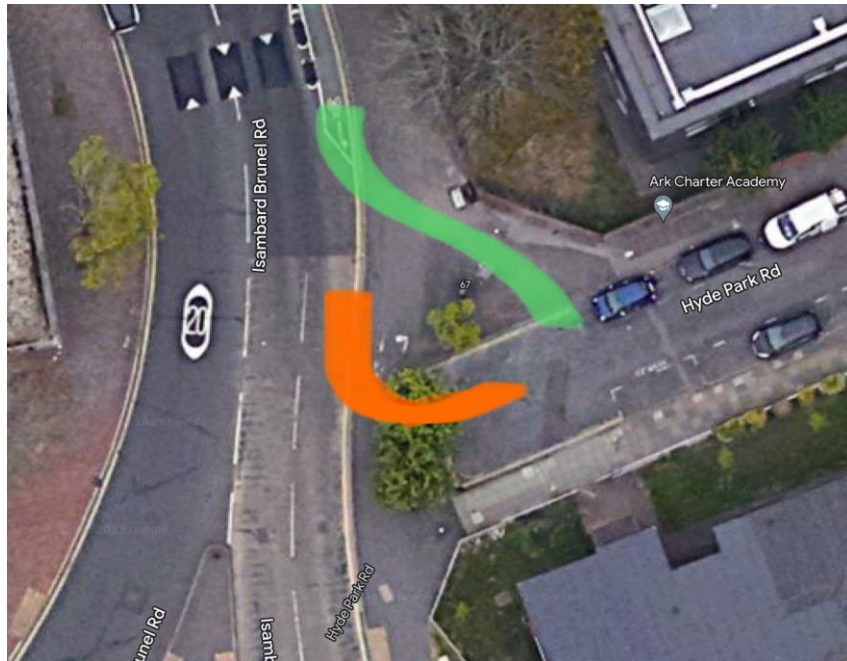
However we are extremely concerned about the status of the current design as an active travel project and therefore are lodging a formal **OBJECTION** against this TRO.

The report supporting the original funding decision stated *"The Active Travel Team has been allocated £100,000 from the Local Transport Plan 3 (LTP3) 20/21 budget to implement active travel improvements in the city."* and highlighted some of the issues that currently affect people cycling in this area of the city. *"This area will directly link to the developing east-west active travel corridor. It is essential that residents living around travel corridors are given good access links. These proposals seek to ensure that residents to the north and south of the corridor can easily and conveniently join and exit the route."*

We would suggest that the scheme that was consulted on does not achieve this stated aim. There are NO new facilities south of the Isambard Brunel Road entry to the roundabout. An intended dropped kerb to allow cyclists to access the existing shared path has been removed.

Our original deputation in December 2021 highlighted some concerns with the scheme that we hoped would be answered during the design stage. Whilst the request to lengthen and shallow the angle of the dropped kerb onto the shared path at Isambard Brunel Road has been answered, the placement of the dropped kerb in Hyde Park Road is still of a concern given that it is placed adjacent to the end of the parking bay. This results in cyclists being put into conflict with pedestrians around the high school wall and subsequent unsighted corner, being hidden from sight of motor vehicles as they join the carriageway, and the dropped kerb is still not protected from anti-social parking blocking its use. Our re-iteration of this point in our initial response to the TRO consultation received the following response *"A scheme initially proposed steel bollards within the carriageway on Hyde Park Road to deter illegal parking. During the Road Safety Audit, it was noted that 'there would be a risk of vehicle collisions with bollards in (the) carriageway' and as such, the decision was made to remove this in the interest of safety."* We surmise that the risk of a motor vehicle hitting a bollard is of more concern than a person cycling being hit by a vehicle, and ask if any other option was considered as part of the design, for instance moving the existing bench to a different location as well as moving the

Isambard Brunel Road dropped kerb further south towards the end of the green painted lane to facilitate a direct entry to the end of the closed road. This would result in a shorter distance travelled on / across the shared path and joining Hyde Park Road in full view of any vehicles using the road (see images below - note vehicle parked at proposed dropped kerb location in the Streetview image):



Additionally we highlighted the need that the final scheme worked for users travelling in both directions. In the case of Hyde Park Road above there is no improvement of west or north bound travellers rejoining Isambard Brunel Road. In terms of people cycling from the south, they still need to use the toucan crossings to get north of the roundabout and suffer from the same issue of accessing Isambard Brunel Road from the shared path.

In section 5 of the December 2021 T&T report the 'Reasons for Recommendations' paragraphs 5.3 & 5.4 highlighted the issue of cyclists using the Toucan crossing. Paragraph 5.5 concluded. *"All these marginal inconveniences add up to make active*

travel less appealing, and driving more appealing. In turn, this leads to increased driving, congestion, air pollution, carbon emissions and physical inactivity.”

In our deputation we highlighted and praised this section: *“The acknowledgement that the existing arrangement for cyclists is not attractive when using the shared path and a two-stage controlled crossing due to the extra time and effort it takes, is particularly pleasing as it recognises that under the Government Gear Change strategy which was launched last year that cyclists must be treated as vehicles and not pedestrians.”*

Unfortunately, other than the minimal addition of paint to the carriageway in the form of cycle symbols, the issue of Toucan crossing use has not been seriously addressed.

We then come the drawings submitted as part of the TRO process and put to consultation in December 2022. The removal of the School Keep Clear zig-zag markings in favour of a new southbound segregated and protected cycle lane was welcomed. However there was no statement of width for the lane, something we would need for confirmation it meets minimum design guidance under LTN1/20. The addition of a protected northbound lane was also pleasing. Approximately 60 metres of new protected cycle lanes were designed in this iteration of the design.

Since the consultation closed in early January, we have been sent updated drawings (Tender Issue dated Dec 2022) to answer our questions about the scheme design which considerably reduces the provision of protected cycle lanes to a total of around 8 metres immediately leading into the existing southern provision of wands and lane demarcation. Our original comment requesting further protection south of this location to the end of the end of the green painted cycle was responded to with the comment *‘Light Segregation will be provided where there is a mandatory cycle lane.’* This will add a further 9 metres of protection, but still means there is less than one third of the protected lanes proposed now than during the TRO consultation.

In addition, the width of the cycle has now included showing a width of 1.5metres marked to the centre of the white line, along with the note *“Wands to be installed every 3m along the cycle lane and contiguous to the 150mm white line’* The definition of contiguous is *“being in actual contact : touching along a boundary or at a point’* Our understanding of the recent design guidance changes is that the absolute minimum 1.5metres is measured from the inside of any wand or bollard, rather than the distance from the centre of white line.

LTN1/20 page 43 table 5-2 - cycle lane and track widths
 page 81 section 7.6.4 -Traffic calming measures and cycling

Therefore wands set inside but ‘touching the edge’ of the white line will result in a cycle lane where the effective width is less than the minimum 1.5 metres and may exclude certain types of user. Given that the effective width of the existing provision in Isambard Brunel Road is measured at around 1.7 metres, there is no reason why the effective width of any new installation should not match that given the lane width remains consistent.

The northbound cycle lane has also been removed from the revised scheme:
“following the Road Safety Assessment it was noted that there would be possible conflicts with vehicles and it was felt that the police parking would need to be removed to accommodate this change.”

This is the second time that a Road Safety Assessment has been referred to. Surely any scheme sent out for public consultation should have already been subjected for a Road Safety Audit to ensure that it is vaguely achievable, with any changes to the design required as a result of the RSA to have been made before going public. This will inevitably determine the final design more than any feedback received from the public. If we had accepted and supported the scheme as consulted upon in December there would have been no awareness that the scheme had already been drastically changed in scope as part of statutory requirements of the design process.

To suggest that 60 metres of protected cycle lanes are to be installed and then discover that only 30% is feasible within the legal constraints is insulting to those of us who spend time promoting, studying and responding to consultations in good faith.

Linked to the above point, the full length of the protected southbound cycle lane has now been shortened to the remaining 8 metres mentioned above due the width of the road around the informal crossing point between Charter Academy and the police station. A point we highlighted ourselves in our TRO response. *“It is not proposed to remove the existing informal crossing, and as such there will be a small section of Advisory Cycle Lane at this location.”* The result of this change now means that with the removal of the school zig-zags in favour solely of double yellow lines, now opens up this kerb line to more anti-social parking, waiting and loading particularly at the start and end of the school day, thus placing people cycling into more danger than is currently the case, as is clearly seen on other double yellow lines around the city.

In conclusion, it is our belief that the revised design scheme does very little to enhance active travel in this area of the city. Instead the main gain in provision is the 100 yards of extended bus lane that no doubt assists bus priority and reliability but does not fulfil many of the LTP4 strategic outcomes as listed in the original December 2021 report:

- *Improved journey time reliability for **all modes**.*
- ***Improved road safety** within the sub-region.*
- ***Improved accessibility** within and beyond the sub-region*
- *Improved air quality and environment largely through reduction of greenhouse gas emissions.*

For those reasons Portsmouth Cycle Forum **OBJECTS** to the scheme as currently presented under TRO 206/2022.

Ian Saunders
Committee Member
For and on behalf of the members of PCF

12th February 2023

Who we are

[Portsmouth Cycle Forum](#) is an award winning, independent, volunteer led cycle campaign group representing approximately 450 members and the needs of people who already cycle, or would like to cycle in our city for their everyday journeys.

Our vision - set out in [A City To Share](#) (launched Nov 2015) and since adopted by Portsmouth City Council - is that Portsmouth becomes the pre-eminent cycling city of the UK and:

A city fit for the future: a healthy, safe, sustainable, prosperous city that people want to live in, to work in and to visit. A city where we share spaces, co-operate with each other and treat one another with courtesy and respect.

A safer city

People of all ages will feel protected and respected on the roads and safe to travel independently within the city.

Improved health outcomes

People will be healthier for longer with reduced obesity levels and reduced strain on local health services. The number and severity of accidents on the road will be substantially reduced bringing further benefits.

A stronger local economy

Cycling will favour the use of local businesses rather than large out of town centres. Less congestion with increased transport capacity will benefit businesses across the city.

A better environment

A reduction in the volume of traffic will reduce the primary source of air pollution in the city. This will bring further benefits to the health of all and prevent many early deaths. There will also be benefits from the reduced carbon footprint of our low-lying city.

A fairer, more liveable city

A shift in transport away from the dominance of the road infrastructure by the private motor vehicle to cycling and walking will deliver benefits to the whole city, not just to those who cycle.

Appendix C: TRO 206/2022

THE PORTSMOUTH CITY COUNCIL (ISAMBARD BRUNEL ROAD & WINSTON CHURCHILL AVENUE) (BUS TAXI AND CYCLE LANE) (NO.206) ORDER 2022

Notice is hereby given that the Portsmouth City Council intends to make the above Order under Sections 1, 2, 3, 4 and 124 of the Road Traffic Regulation Act 1984 ("the 1984 Act") as amended by the Road Traffic Act 1991 ("the 1991 Act"), the Traffic Management Act 2004 ("the 2004 Act"), and of all other enabling powers and after consulting the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act.

The effect of the Order will be to introduce Bus, Taxi and Cycle Lanes at the following locations:

Isambard Brunel Road The inside lane of the south-eastern side from a point 4 metres south of its projected southern kerbline with Hyde Park Road to its junction with Winston Churchill Avenue Roundabout in a south easterly direction.

Winston Churchill Avenue roundabout The inside lane of the main carriageway from the eastern side of the northern arm of Isambard Brunel Road in an easterly direction around the roundabout to its junction with the eastern arm of Winston Churchill Avenue.

Winston Churchill Avenue The inside lane of the eastbound carriageway from its junction with Winston Churchill Avenue Roundabout to a point 42 metres east of that point.

Proposed revocations as part of this Order:

THE PORTSMOUTH CITY COUNCIL (CONSOLIDATION) (ON-STREET PARKING PLACES AND RESTRICTIONS ON WAITING AND LOADING) (NO.1) ORDER 2022 SCHEDULE 112 SCHOOL KEEP CLEAR MONDAY TO FRIDAY 8AM - 5PM
Lengths of Roads and Sides of Lengths of Roads 3.

ISAMBARD BRUNEL ROAD The east side from a point 22 metres north of its junction with Hyde Park Road, in a northerly direction for a distance of 37 metres.

A copy of this Notice, the draft Order, plans and Statement of Reasons for proposing to make the Order are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2022' at www.portsmouth.gov.uk Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Any objections to the making of the Order should be forwarded to TROteam@portsmouthcc.gov.uk or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 206/2022 by 3 rd January 2023 stating name and address details and the grounds of objection, support or comment. Dated : 6 th December 2022 Felicity Tidbury, Assistant Director of Regeneration (Transport) Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix E: Full Road Safety Audit:

Project Name: HWI1241 Active Travel Improvements - Isambard Brunel Rd, Portsmouth.

Report Title: Stage 1 / 2 Road Safety Audit.

Date: 24th August 2022.

Client: Portsmouth City Council.

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	24/08/2022
Audit Team Member:	Lee Turner	Road Safety Auditor	24/08/2022
Approved By:	Peter Ronald	Director	24/08/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	24/08/2022	Draft	PR	LT	PR
A	24/08/2022	Final	PR	LT	PR

Prepared By: **Traffic Management Consultants Ltd**

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1. Executive Summary

1.1 This scheme is promoted by Portsmouth City Council. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 15th August 2022.

2. Introduction

2.1 This report results from a Stage 1 / 2 Road Safety Audit carried out on proposals to install advisory and mandatory cycle lanes on Isambard Brunel Road, and a bus lane at the roundabout junction of Isambard Brunel Road & Winston Churchill Avenue, in Portsmouth. It is also proposed to amend and install dropped kerbs at the end of Hyde Park Road.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I. Eng., AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).
(Audit Team Leader)

Lee Turner MCIHT.
(Audit Team Member)

2.3 Audit Site Visit

A site visit was undertaken on Thursday 18th August 2022 by the Audit Team between 7pm and 7.45pm. The weather was dry and cloudy. Traffic flows were low and minimal pedestrian and cycle movements were observed. Vehicle speeds were perceived to be within the posted speed limits along the affected roads.

The Audit also comprised an examination of the drawings provided by Portsmouth City Council and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the specific design details shown on the drawings.

2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 Audit Brief

The Audit Team have not been provided with a Road Safety Audit Brief by Portsmouth City Council.

2.6 Terms of Reference

The terms of reference of the audit are based on “Guidelines For the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.7 Audit Recommendations

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 Scope of Road Safety Audits

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 Unknown.

5. Existing Environment

5.1 Hyde Park Road is a single carriageway residential cul-de-sac with street lighting and double yellow lines at its western end at the new dropped kerb.

5.2 Isambard Brunel Road is a single carriageway local distributor road that extends off the roundabout junction with Winston Churchill Avenue. It has footways on both sides fronting a School and Police station. It also has traffic calming installed along its length in the form of a series of speed cushions and is subject to a 20mph speed limit.

5.3 There is an advisory cycle lane present along the east side of the road in front of the school that ends before the junction of Hyde Park Road where cycles are diverted onto the adjacent footway. There is a system of street lighting present.

6. Collision Data

6.1 The Audit Team has not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there have been two personal injury collisions on the length of Isambard Brunel Road and the adjacent roundabout in the vicinity of the proposed works during the 2017 - 2021 five-year period.

6.2 One slight collision occurred in 2020 on Isambard Brunel Road in front of the Police Station and involved two vehicles, and one serious collision occurred in 2020 on the roundabout where the new bus lane is being introduced which also involved two vehicles. No other information is available.

7. Survey Information

7.1 The audit team have not been provided with traffic flow or speed data.

8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
B1	General		
B1.1	Departures from Standards		
B1.2	Drainage		
B1.3	Climatic Conditions		
B1.4	Landscaping		
B1.5	Public Utilities/Services Apparatus	Problem	(8.1) Access issues for road sweeper / gulley sucker adjacent to Orcas.
B1.6	Lay-bys		
B1.7	Access		
B1.8	Skid Resistance		
B1.9	Agriculture		
B1.10	Fences and Road Restraint Systems		
B1.11	Adjacent Developments and Roads		
B1.12	Basic Design Layout	Problem	(8.2) Insufficient width of carriageway adjacent to speed cushions to accommodate new road layout.
B2	Local Alignment		
B2.1	Visibility		
B2.2	New/Existing Road Interface		
B3	Junctions		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing		
B3.4	Road Markings	Problem	(8.3) Proposed bus lane removes half of the circulatory carriageway on the roundabout with

			no advanced markings or signs to guide drivers safely around roundabout.
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		
B3.8	Traffic Signals		
B4	Non-Motorised User Provision		
B4.1	Adjacent Land		
B4.2	Pedestrians		
B4.3	Cyclists	Problem	(8.4) Proposed layout of advisory cycle lane around police parking bay will result in conflict with adjacent vehicles who will not straddle speed cushions on angle to avoid cycle lane.
B4.4	Equestrians		
B5	Road Signs, Carriageway Markings and Lighting		
B5.1	ADS and Local Traffic Signs	Problems	(8.5) Proposed bollards located in carriageway will cause an obstruction for vehicles turning at end of road. (8.6) No regulatory signs detailed for new cycle or bus lanes. (8.7) Existing school keep clear signs require removal.
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

8.1 *Problem* (Item B1.5)	
Location:	Lengths of cycle lane bordered by WandOrcas.
Summary:	Wand Orcas preventing maintenance access to carriageway channel.
There are lengths of cycle lane along Isambard Brunel Road that are to be bordered by WandOrcas. The audit team questions how maintenance works such	

as road sweeping, and gulley sucking will be carried out in these circumstances. Lack of maintenance resulting in the accumulation of debris in the channel and ponding caused by blocked gullies may cause loss of control / stability problems for cyclists.
TYPE OF CONFLICT/COLLISION
Loss of control / stability problems for cyclists.
RECOMMENDATION
Ensure cyclical maintenance works such as road sweeping, and gulley sucking can still be carried out.

8.2 **Problem** (Item B1.12)	
Location:	Isambard Brunel Road, west side.
Summary:	Insufficient carriageway width to accommodate the scheme as detailed.



A new cycle lane with satellite island is detailed similar to the opposite side of the road. There is only 2.5m carriageway width adjacent to the speed cushion to accommodate the cycle lane and island (3.2m wide on opposite side of road). This reduced width will result in an inadequate width cycle lane and insufficient clearance adjacent to the existing speed cushion for cycles and vehicles to pass safely. Amend design to suit available carriageway width.

TYPE OF CONFLICT/COLLISION

Risk of collisions due to inadequate widths either side of satellite island.

RECOMMENDATION

Amend design to suit available carriageway width.

8.3**Problem** (Item B3.4)

Location:	Winston Churchill Avenue Roundabout.
Summary:	No advance warning of bus lane on part of roundabout circulatory carriageway.


<p>A new bus lane is detailed on the northeast side of the Winston Churchill Avenue Roundabout. The bus lane reduces the available circulatory carriageway for vehicles travelling from the west, requiring vehicles to move over to the right. An area of hatching is required adjacent to the Isambard Brunel Road splitter island to guide vehicles into the right-hand side of the carriageway on the approach to the bus lane, and advance signage should also be provided.</p>	
TYPE OF CONFLICT/COLLISION	
<p>Risk of side swipe collisions due to vehicles having to move over to the offside at the bus lane.</p>	
RECOMMENDATION	
<p>Provide an area of hatching adjacent to the Isambard Brunel Road splitter island to guide vehicles into the right-hand side of the carriageway on the approach to the bus lane and provide advance signage.</p>	

8.4 *Problem* (Item B4.3)	
Location:	Isambard Brunel Road, west side.
Summary:	Proposed cycle lane in conflict with vehicles unable to straddle speed cushions on angle to avoid cycle lane.




A new cycle lane is detailed around the Police parking bay directly adjacent to the speed cushions. Vehicles will not be able to straddle the speed cushion at an angle to avoid the cycle lane resulting in conflict with cyclists in the lane. The Police parking bay should be relocated, and the scheme amended to remove the conflict.

TYPE OF CONFLICT/COLLISION
Risk of collisions due to vehicles unable to avoid cycle lane after straddling speed cushions.
RECOMMENDATION
Relocate Police parking bay and amend scheme.

8.5 *Problem* (Item B5.1)	
Location:	Hyde Park Road, west end.
Summary:	Proposed bollards in carriageway will be struck by turning vehicles.
 <p>A new dropped kerb is detailed with bollards located in the adjacent carriageway where there are already double yellow lines to prevent parking. These bollards are likely to be struck by turning vehicles at the end of the road. Do not install bollards in road as detailed.</p>	
TYPE OF CONFLICT/COLLISION	
Risk of vehicle collisions with bollards in carriageway.	
RECOMMENDATION	
Do not install bollards in carriageway as detailed.	

8.6 *Problem* (Item B5.1)	
Location:	Isambard Brunel Road, east side.
Summary:	No regulatory signs detailed for cycle lane or bus lane.
Sections of mandatory cycle lane and a bus lane are detailed without any of the required regulatory signs. These signs are necessary to ensure the lanes are legal and enforceable.	
TYPE OF CONFLICT/COLLISION	
Risk of illegal unenforceable cycle and bus lanes.	
RECOMMENDATION	
Provide the required regulatory signage for the mandatory cycle lanes and the bus lane. The existing Diag. 967 advisory cycle lane signs may need relocating / removing to suit.	

8.7 *Problem* (Item B5.1)	
Location:	Isambard Brunel Road, outside School.
Summary:	Existing 'No stopping' signs require removal.
 <p>A new on carriageway cycle lane is detailed removing the existing SCHOOL KEEP CLEAR marking. The existing 'No stopping' signs should be removed as they are no longer required.</p>	
TYPE OF CONFLICT/COLLISION	
Risk of vehicles parking within cycle lane causing obstruction outside times displayed on signs.	
RECOMMENDATION	
Remove 'No stopping' signs.	

9. Nil Response/Comments
9.1 None.

10. Non-Motorised User Report (NMUs)

10.1 The scheme aims to improve cycle facilities on Isambard Brunel Road and onto Hyde Park Road. This report raises issues affecting cyclists that should be addressed.

11. Audit Team Statement

11.1 I certify that we have examined the drawings listed within Appendix A and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

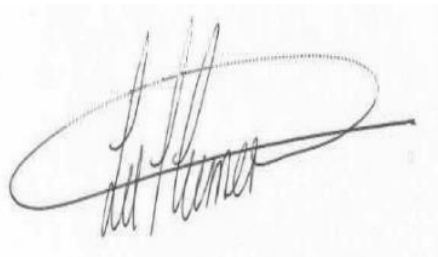
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.

A handwritten signature in black ink, appearing to read 'P. Ronald', with a large, stylized loop at the end.

Peter Ronald
(Audit Team Leader)

24th August 2022

A handwritten signature in black ink, appearing to read 'Lee Turner', with a large, stylized loop at the end.

Lee Turner
(Audit Team Member)

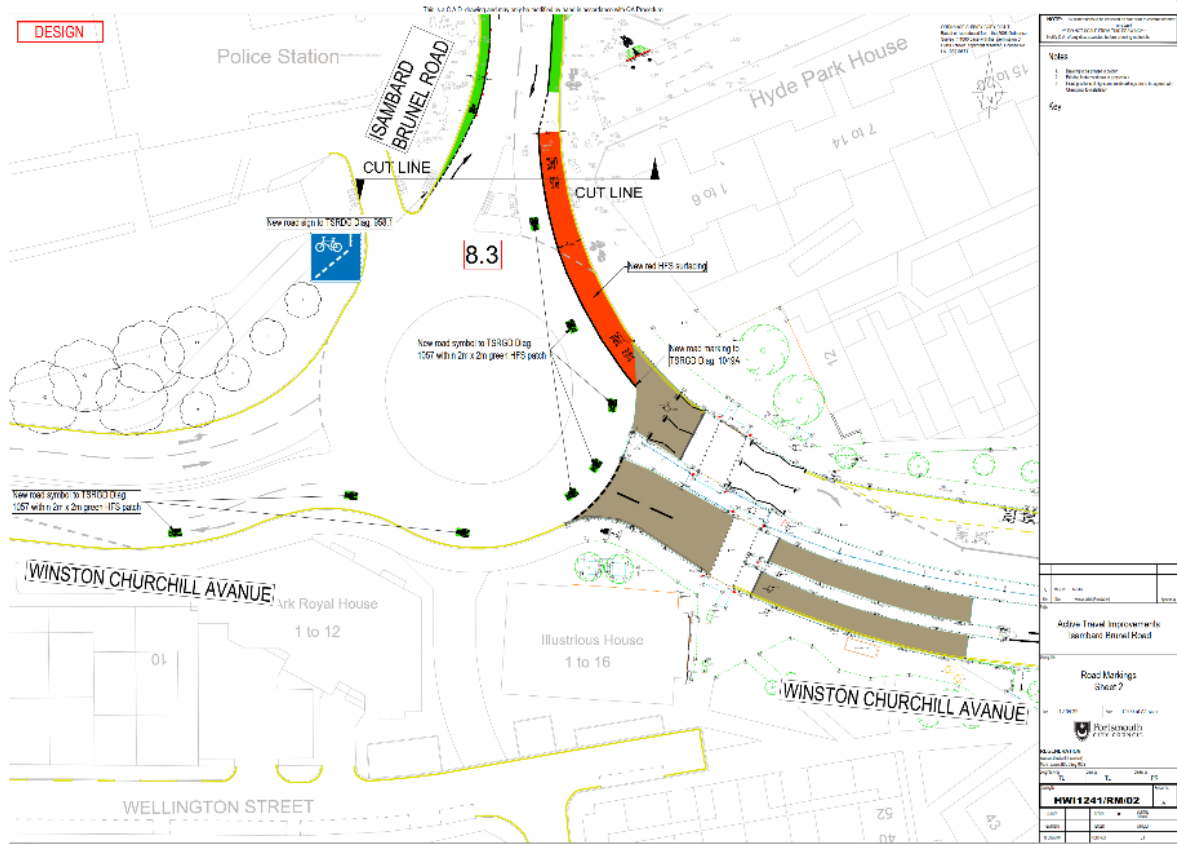
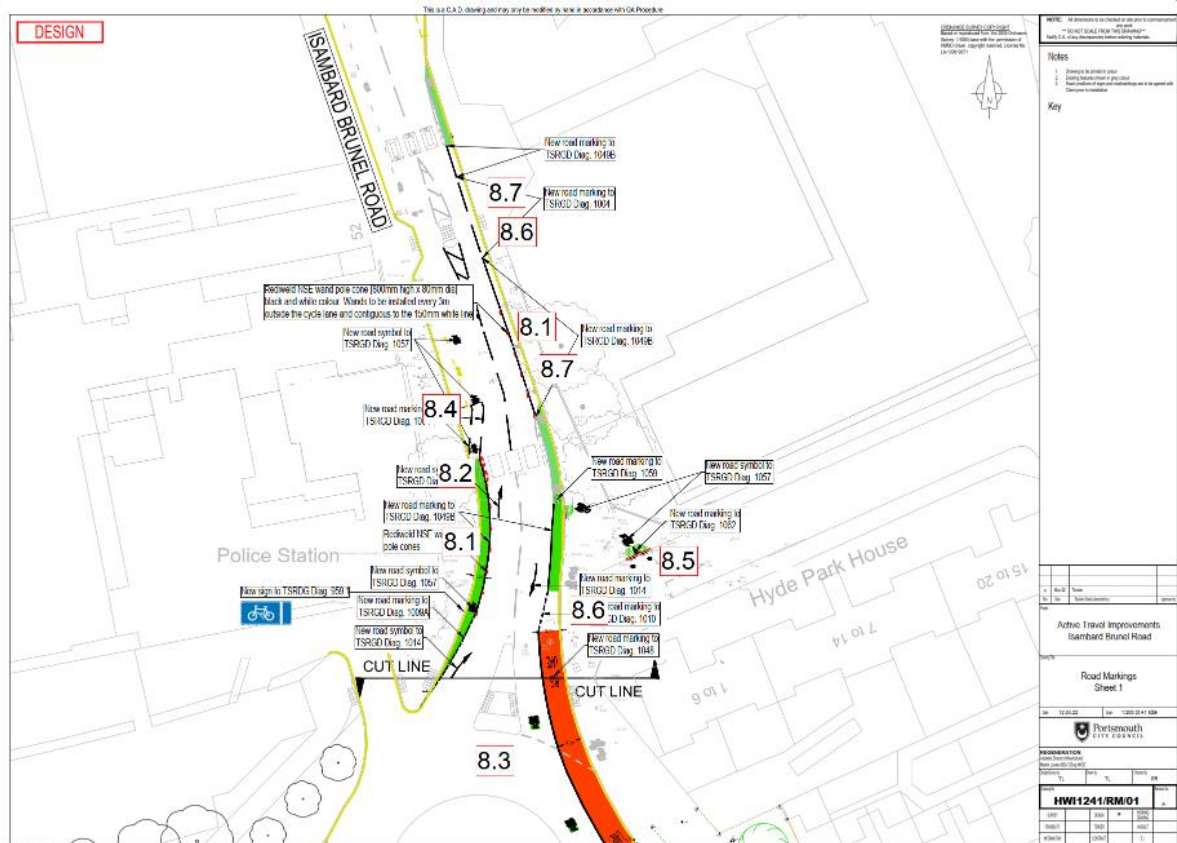
24th August 2022

12. Appendix A - List of Documents

Drawings

Title	Drg. No.	Revision
General Arrangement – Sheet 1	HWI1241-GA-01	C
General Arrangement – Sheet 2	HWI1241-GA-02	B
Road Markings – Sheet 1	HWI1241-RM-01	A
Road Markings – Sheet 2	HWI1241-RM-02	A
Site Clearance – Sheet 1	HWI1241-SC-01	
A		
Site Clearance – Sheet 2	HWI1241-SC-02	A

Appendix B - Identified Road Safety Audit Matters Location Plans



14. Appendix C - Designer's Response to Stage 1 / 2 Road Safety Audit

Stage 1/2 Road Safety Audit DESIGNER'S ROAD SAFETY AUDIT RESPONSE Scheme Name: HWI1241 Active Travel Improvements - Isambard Brunel Road, Portsmouth.		
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.		
RSA Matter	Summary of RSA Problem	Designer's Response
8.1	Wand Orcas preventing maintenance access to carriageway channel.	The use of mechanical cleaning methods will not be possible, but Colas are manually cleaning other similar cycle lanes
8.2	Insufficient carriageway width to accommodate the scheme as detailed.	The northbound cycle lane has been deleted from the scheme
8.3	No advance warning of bus lane on part of roundabout circulatory carriageway.	Advance signs and road markings have been provided
8.4	Proposed cycle lane in conflict with vehicles unable to straddle speed cushions on angle to avoid cycle lane.	The northbound cycle lane has been deleted from the scheme
8.5	Proposed bollards in carriageway are likely to be struck by turning vehicles.	The bollards have been removed
8.6	No regulatory signs detailed for cycle lane or bus lane.	Diagram 958.1 signs will be added
8.7	Existing 'No stopping' signs should be removed outside school.	Removal of these signs now included on the site clearance drawings