

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 12th October 2023

Subject: Speed and Casualty Reduction Measures 2023/24

Report by: Kerri Farnsworth, Interim Director Regeneration

Report Author: Stanley Palmer, Road Safety Officer

Wards affected: Drayton and Farlington

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 The purpose of this report is to confirm the locations for infrastructure improvements as part of the Casualty & Speed Reduction Local Transport Plan 4 (LTP4) 2023/24 capital implementation programme.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

2.1 **Approves the proposed spend from the Casualty & Speed Reduction Measures budget of £250,000 on the Lower Farlington Road/Havant Road junction scheme.**

3. Background

3.1 The aims of the Portsmouth City Council Road Safety programme are:

- 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 LTP4¹.

¹ [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)

- 3.2 Analysts within the Portsmouth City Council's (PCC) Transport Service, have been analysing 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 Transport Authorities (LTAs) have a number of statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety. This includes 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 and Speed Reduction Measures budget allocated within the LTP4 funding 2023-24 will deliver against the statutory duties as Portsmouth's LTA as outlined in section 3.3 of this report.

4. Lower Farlington Road / Havant Road junction identification

- 4.1 The Lower Farlington Road/Havant Road junction scheme was identified as a site of interest during analysis of the accident. Additionally, concerns have been raised by local residents and Councillors regarding the speed of traffic along Lower Farlington Road. The road is subject to a 20mph speed limit and a width restriction to prevent Heavy Goods Vehicles (HGV's) from using the road as a shortcut to and from the industrial area to the south.
- 4.2 These concerns have been supported by the traffic survey data undertaken in September 2022, which has shown that the 85th percentile speeds recorded are 31mph southbound and 32mph northbound. This is in excess of the prosecution threshold for a 20mph speed limit which is 25mph and is higher than the speeds recorded 3 years ago. Previous surveys undertaken have shown that HGV's are using the road, ignoring the restrictions that have been put in place. A review of the accident data has been undertaken for the 3 years between 01/01/2019 and 31/12/2021.
- 4.3 Casualty data can be found in appendix A of this report.
- 4.4 There is one accident on Lower Farlington Road, involving a child, with an additional 2 accidents occurring at the junction with Havant Road (please refer

map 1 below). It has been requested that this site be considered, and the data supports this.

Map 1 - accident locations



4.5 The factors highlighted by STATS19 casualty report contributing to the recorded incidents include:

- Failure to judge other persons path or speed
- Failed to look properly

4.6 Following initial investigation options to improve the safety of this location could include a number of engineered solutions such as:

- additional signage with roundels
- continuous footways
- narrowed give way sections



- pedestrian islands
- prefabricated speed cushions
- build outs.

4.7 If the recommendation of this report is approved, final designs will be developed following further site and topographical surveys. The possible identified improvements included in section 4.5 of this report will be reviewed and considered as the scheme develops. The scheme will also be subject to public engagement and consultation, along with further engagement with the Ward Councillors.

4.8 Analysis of casualties at the junction and a site visit conducted by Road Safety Officers and Highway Engineers highlighted poor visibility for vehicles approaching and subsequently manoeuvring into and out of the junction. There are also limited crossing facilities, leading to pedestrians to follow desire lines across high-risk routes.

5. Reasons for recommendations

5.1 As a Local Transport Authority, PCC have an obligation to investigate road casualties and develop appropriate interventions under section 39 of the 1988 Road Traffic Act.

5.2 This scheme is proposed for further development due to identified speeding issues. It also scores highly on intervention criteria such as average speed and number of casualties involving vulnerable road users when investigated through the ongoing monitoring of speed and traffic surveys.

5.3 Strategic objectives as set out in LTP4 include a focus on Delivering Cleaner Air and Prioritising Walking and Cycling. The scheme aims to redevelop the route, providing safe crossing facilities, carefully regulated speed and restrictions to HGVs making walking and cycling highly desirable and eliminating a source of NOx and PM air pollution in line with the Strategic objectives.

6. Integrated impact assessment

6.1 A full integrated impact assessment is included with this report

7. Legal implications

7.1 The City Council's statutory duties as a local transport authority in relation to the taking of measures for improving road safety are identified in the body of the

report. The further development of a detailed scheme is intended to contribute to the fulfilment of those statutory duties.

7.2 Except as in 7.1 above, there are no legal implications arising directly from the recommendation in this report.

8. Director of Finance's comments

8.1 The cost of the works will be funded from the Casualty and Speed Reductions budget. This sits in the approved Local Transport Plan 4 capital scheme, within the Transport capital programme approved by Full Council in February 2023.

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Signed by:

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

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Signed by: