

Road Safety in Portsmouth

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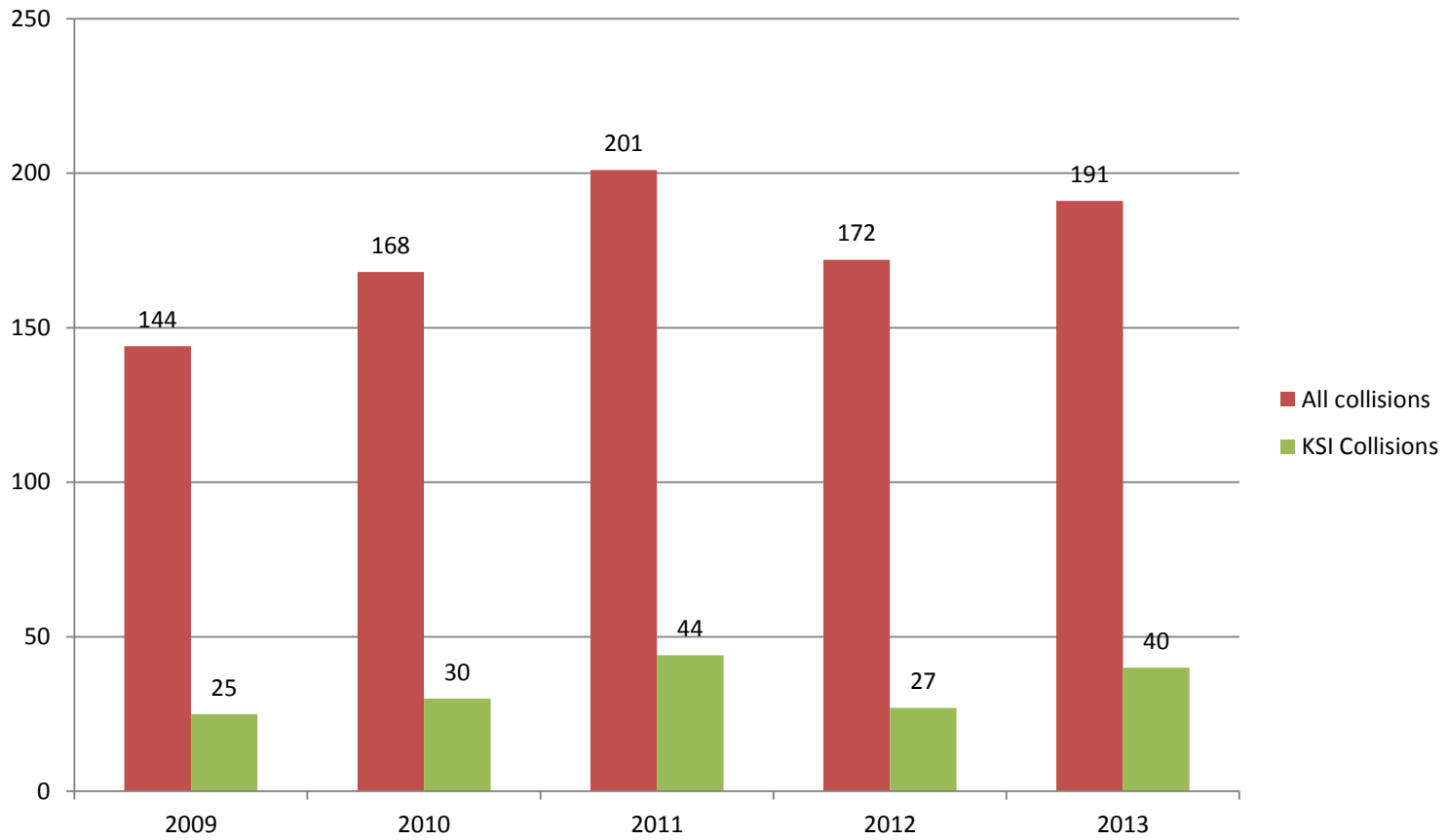
Please Note: All schemes, initiatives and developments in this presentation are either currently under review or are future potential solutions subject to feasibility, public consultation and funding

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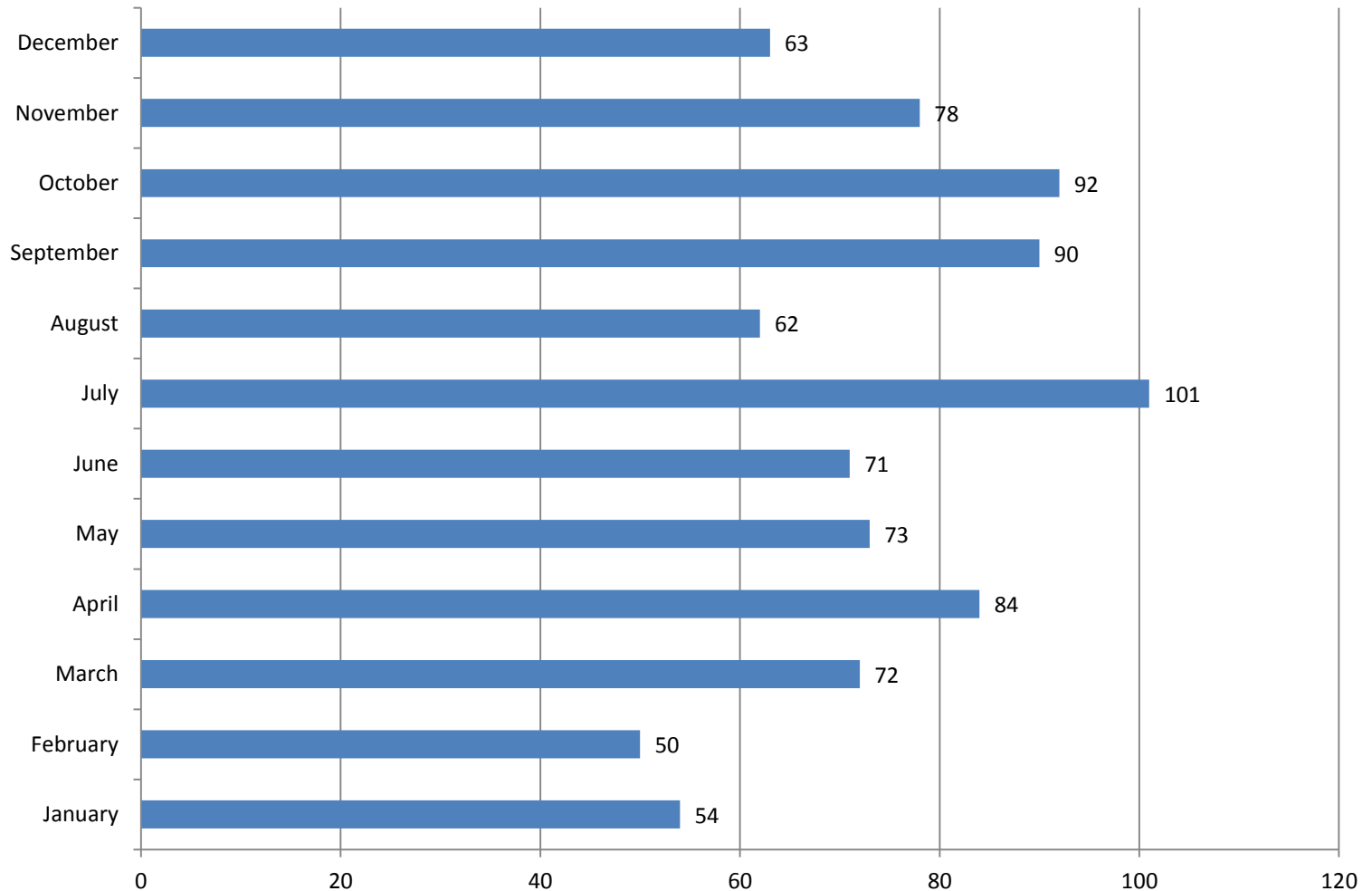
Yearly Trends

Portsmouth cycle collisions 2009 to 2013

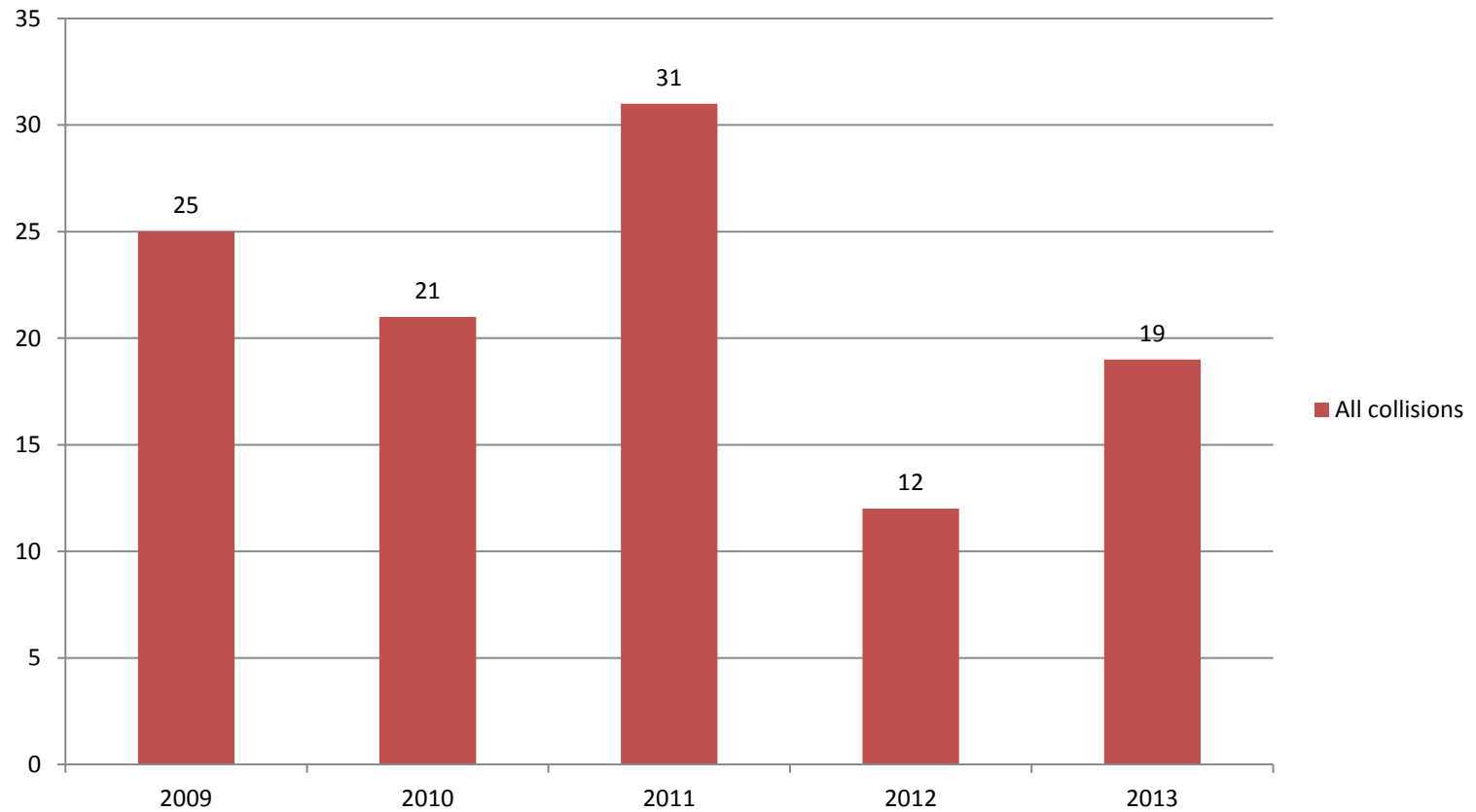


Monthly comparison

2009 to 2013 casualties by month



20mph Cycle collisions



Portsmouth's cycling landscape

- Cycling rates have increased in Portsmouth
- 2011 census shows that Portsmouth has the highest level of cyclist commuters in both actual numbers and percentage of total in the South East region
- This is more than double the Hampshire average (2.2%)
- Accurate total cycling levels will soon be available

South East	127,614	2.0
Bracknell Forest	1,399	1.7
Brighton and Hove	6,910	3.3
Isle of Wight	1,814	1.8
Medway	1,449	0.7
Milton Keynes	3,659	2.0
Portsmouth	7,148	4.7
Reading	3,323	2.8
Slough	1,608	1.6
Southampton	5,243	2.9
West Berkshire	2,126	1.9
Windsor and Maidenhead	1,746	1.7
Wokingham	2,009	1.8
Buckinghamshire	3,520	1.0

Source: 2011 Census

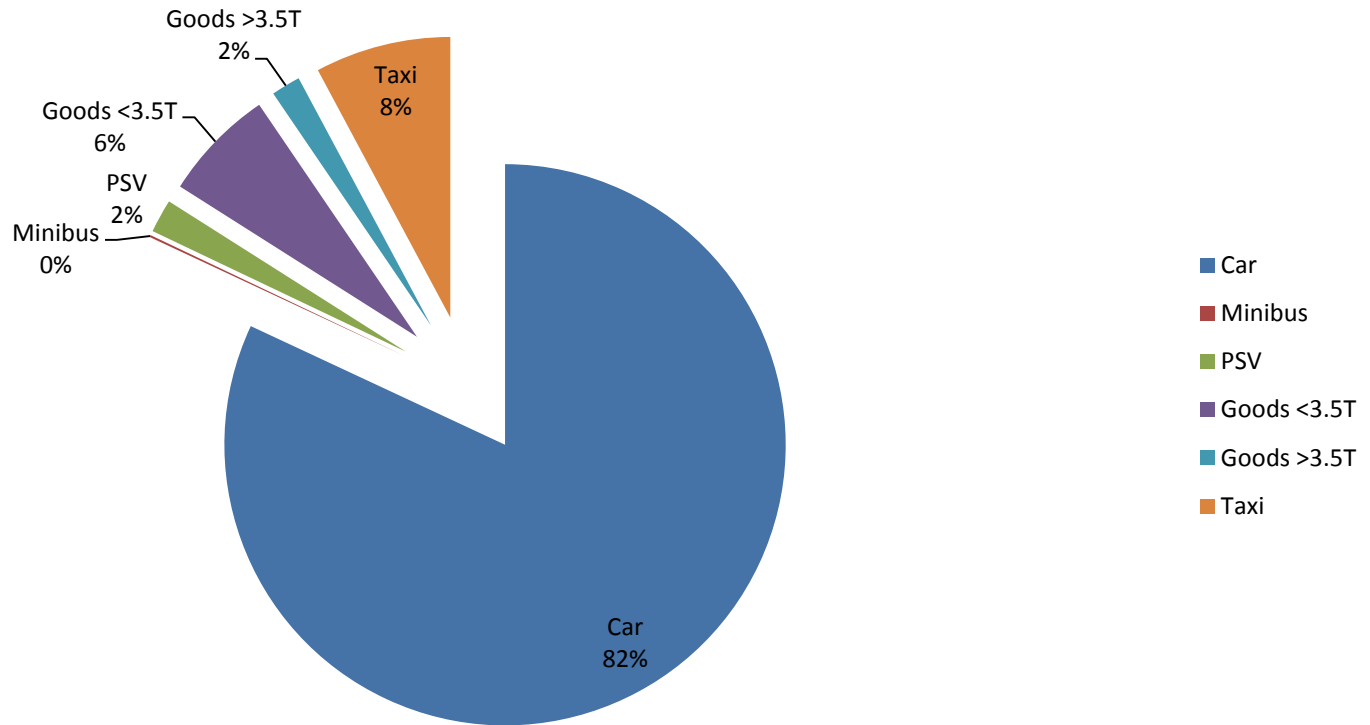
Junctions are key

- 78% of cycle collisions in Portsmouth occur at junctions
- 91% of those occur at give ways
- The rest occur at light controlled crossings and junctions
- Vehicles turning and “starting” are most prominent manoeuvres
- The top 5 sites consist of two light controlled junctions and three roundabouts

Potential solutions

- Junction – signs and lining treatments
- Raise awareness through targeted pro-active campaigns and engagements
- Junction focussed road side awareness campaign
- Tie in cycle related changes with schemes aimed at other road user groups when possible
- Maximise benefits of available subsidised training

Vehicle types involved in cycle collisions



- Taxis/Private Hire represent 0.9% of registered vehicles in Portsmouth (1000 out of a total of 110,000) but represent 8% of cycle collisions.
- Light goods vehicles account for three times as many collisions as HGVs.

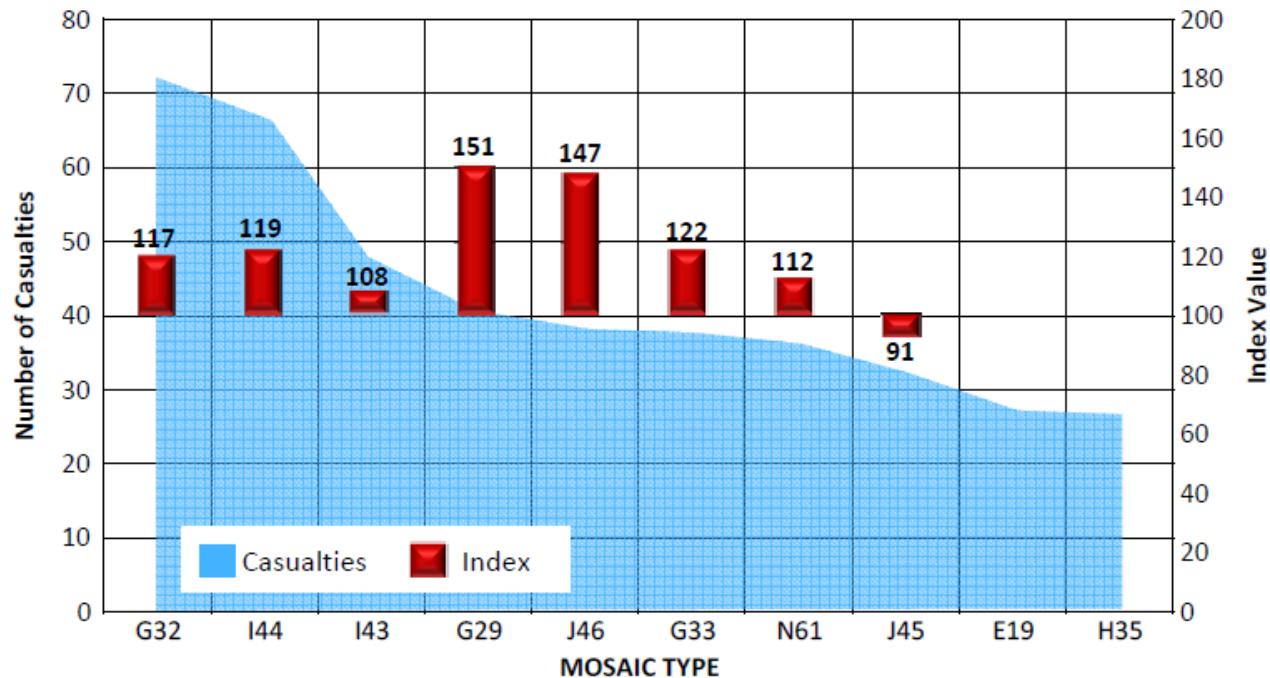
Taxis

- Taxis are a high risk user group across the board and feature throughout all casualties
- Key factors are turning at junctions, “starting”, car doors and slow speed manoeuvres e.g U-turns
- PCC licensing procedures are being reviewed to address casualty trends.

Currently being considered

- Driver testing
- Road safety awareness training
- Limit on driving licence points
- Stricter taxi license penalties
- Joint Licencing/Police operations to target taxis

Social demographic of cycle casualties



- Type G29 – Young professional families in terrace housing.
- Type J46 – Residents in blue collar communities
- Type G32 - Students and other transient singles in multi-let housing
- Type I44 – Low income families
- Type G33 – Transient singles, poorly supported by family and neighbours.

Reaching the priority groups

- Cycle safety best practice videos with the University
- Cycle safety guide
- Junction awareness road side campaign
- On street engagement events in key locations (almost 700 cyclists so far in 2014)
- Subsidised cycle training for all ages
- Safety sessions in colleges and language schools

Top five casualty locations

All casualties

A3 Anglesea Rd/Park junction

A288 Milton Rd/Locksway Rd
Roundabout

A2047/ A3 Northern Parade junction

A2047/Derby Rd junction

A2047/Clive Rd junction

Cycle casualties

Anglesea Rd/Park Rd junction

Baffins Rd/St Mary's Rd
roundabout

A2047/Gladys Ave roundabout

Pier Rd/Pembroke roundabout

A2047/New Rd

A2047

- A2047 is the priority route
- All 30mph roads 2009 to 2013 average 9 cycle collisions per mile
- A2047 average is 35 collisions per mile
- Junctions remain the key areas

A2047 solutions

- Junction – signs and lining treatments
- Raise awareness through targeted pro-active campaigns and engagements
- Junction focussed road side awareness campaign



Top casualty sites - roundabouts

- Three roundabouts feature in the top 5 cycle casualty sites – Baffins Rd/St Marys; Pier Rd/Pembroke; A2047/Gladys Ave
- Most incidents result from car drivers failing to see cyclists
 - pulling out in front of them
 - when exiting the roundabout across the path of a cyclist continuing across
- Difficult to address with physical changes – lining would not provide the answer and a complete redesign may but is prohibitively expensive
- It seems common place for cyclists to cycle around the outside of these roundabouts – perhaps this is an issue of confidence
- PCC will endeavour to ‘up skill’ cyclists through training, awareness campaigns and engagement events on street
- PCC will continue to raise awareness to motorists of the need to look out for cyclists before turning into/exiting junctions

The future?

- 'Dutch' style roundabout currently being tested for TfL
- If approved by DfT - space, cost, congestion and behaviour are key considerations



Anglesea Rd/Park Rd Junction



- Pedestrians straddling central island
- Cyclists running through red lights from Park
- Cars turning into Park Rd into cyclist path

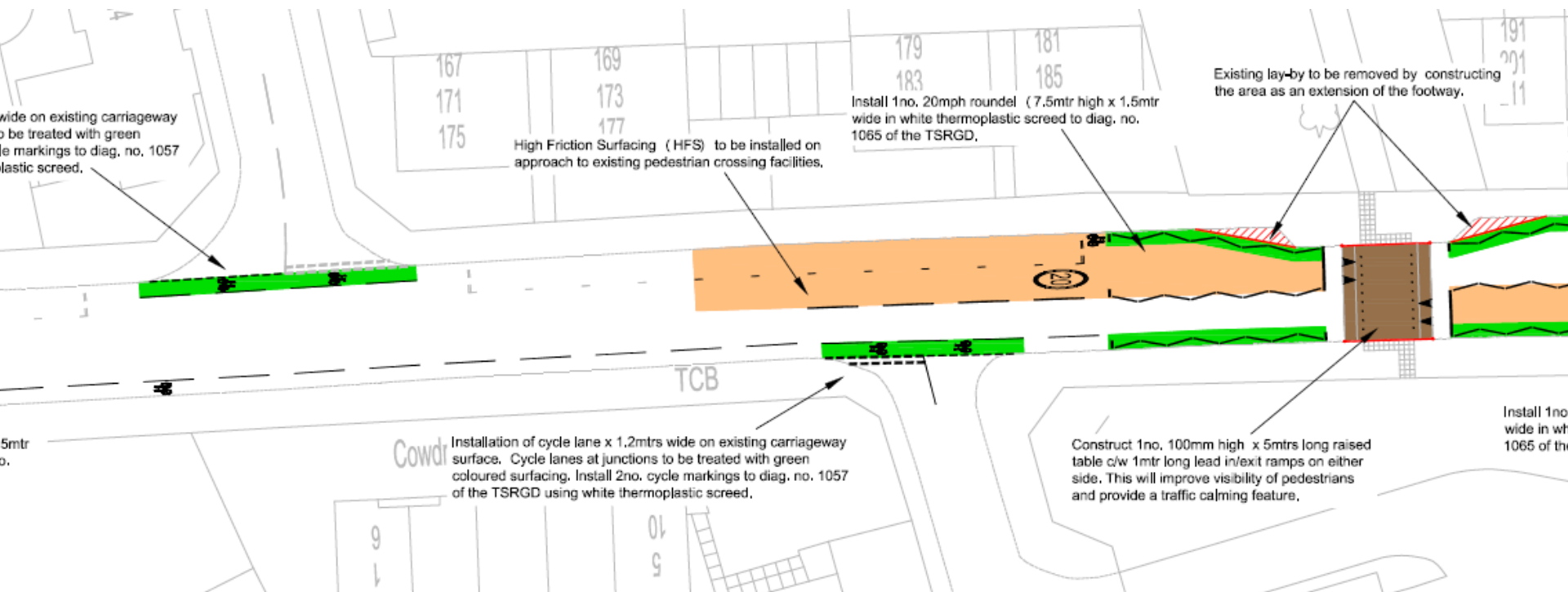
A2047/New Rd Jct



- Vehicles jumping lights
- Other isolated incidents e.g. sudden changes of direction
- Timings/signal heads have been upgraded so incidents should reduce.

An integrated approach to schemes and developments

- Arundel Street –scheme to benefit all road users



Benefiting from development

- Close working with Transport Planning and Planning to maximise road user benefits funded by developments.
- Large upcoming potential developments throughout the City
 - Fratton Tesco
 - Victoria Swimming Baths
 - Gretham Street student accommodation
- Could lead to improvements at:
 - Goldsmith Avenue
 - Anglesea Rd/Park Rd
 - Isambard Brunel Road

Recent schemes



- Alfred Road Cycle scheme – Advanced stop lines added at Bishop Crispian Way and Queen street including cycle detection.
- Carriageway widened to allow cyclists to pass stationary traffic.
- Signage improved to encourage use of the subway rather than footpath along Alfred Road.

Alverstone Road cycle signal



- Dedicated cycle signal to allow cyclists full access to the junction with Milton Rd/Velder Ave.
- Guardrail removed and dropped kerbs installed - cycle detection in the ground that will place a demand when the cycle sits on it
- This phase can appear twice in the cycle if demanded.
- Awaiting a date for signal equipment to be installed, hoping late July/early August.

Elm Grove/Outram Road



- Right turn traffic lane removed
- New cycle lane and detection added to Victoria Road
- Cycle detection added to Victoria Rd North for right turn into Elm Grove

Victoria Road North



- Widen and lengthen traffic island to fit cycles
- Narrow entrance to Bradford Road to formalise shared area to link with subway and shared footway at Winston Churchill Avenue
- Seeking funding

Eastern Road/Anchorage Road Junction



- New toucan crossings to be installed across Anchorage Road and Eastern Road.
- Complete by end of financial year

