



City Centre North cycle route planning

2nd October 2013

Attendees

Abi Kelly (PCC- highways project team) (AK)
Peter Relf (PCC- highways project team) (PR)
Jane Parker (Adams Hendry consultants working with Atkins) (JP)
Kelly Porter (PCC - local planning authority)
Jon Spencer (PCF) (JS)
Mike Dobson (PCF) (MD)

Portsmouth Cycle Forum (PCF) is grateful to the developers for their time. Here is PCF's recollection of the meeting with comments and agreed actions. We request that PCC lets us know as soon as conveniently possible of any differences of understanding.

Market Way north side from Unicorn Gate junction to Hope Street

The OCR on the north side of Market Way is intended to be the primary route for cyclists travelling into the city and onward towards the historic dockyard / Gunwharf Quays area. There appear to be two major drawbacks to this:

1. Width. PR explained that despite the note on the plans HWI779/4023 that all combined footway/cycleways are 3.5m wide, this section approximately 300m long will remain at current width (about 2.5 m tapering to 2m). MD explained that for the expected traffic flows and this geometry with the OCR bounded by a high wall on one side and a busy carriageway on the other, the DfT recommended width is 4.0 m (DfT LTN 1/12 Shared Use Routes for Pedestrians and Cyclists refers). It is therefore disappointing that there will be no improvement to OCR width here. JS welcomed PR's commitment to look at ways of removing street furniture obstructions such as the thick metal posts for road signs. JS proposed that an option to mitigate the narrowing of the OCR along this section of Market Way would be to provide a convenient and attractive way for cyclists to cross the junction at the Hope St / Market Way junction. A single stage, signal controlled crossing activated by a cycle detecting sensor (as currently used at Tangier Rd) to allow cyclists to cross Market Way at the junction would provide easy access to the OCR on the south side, reducing the load on the constrained route on the north side.
2. Access. Cyclists entering the city are approaching on the Eastern side Mile End rd, having been forced to pass underneath the M275 around the Rudmore Roundabout area. This design, though, relies on cyclists approaching from the Western side of Mile End rd. This issue needs to be addressed or cyclists will be forced to use other routes which may impact other traffic flows. Potential ways of addressing this may be the improvement of crossing points of Mile End Rd (e.g. the underpass) to enable cyclists to cross safely without delay. Other options may be to improve connectivity from Rudmore roundabout to the West of Mile End road to obviate the need for cyclists to cross over to the Eastern side.

Market Way south side from All Saints roundabout to St. Agatha's church

The OCR on the south side of Market Way will not appeal to all cyclists (especially faster cyclists such as cycle commuters) because it will involve about 8 road crossings, not all of which will be signal controlled.

MD asked if there were plans to provide toucan crossings to the west of the CCN development e.g. crossing the Cascades car park access and exit.

Market Way eastern section

PCF welcomes that this will be shared space for buses, pedestrians and cyclists and that engineering



will help in limiting vehicle speeds to 20 mph or less

Hope Street

MD noted that only two motor vehicle lanes exist in Market Way and two lanes continue into Hope Street where a third of the way along they widen into 3 lanes. The OCR on the north side will be only 3.5m wide less pinch points and street furniture and so will not meet DfT Standards. MD questioned the need to have 3 lanes at this point as it was confirmed that traffic leaving the CCN car parks will do so at the junction opposite Flathouse Road and it is only in the section of Hope Street to the east of that junction that is evident that extra road capacity will be needed for the two lanes of traffic coming from Unicorn Gate and the traffic leaving the shopping centre.

PR indicated that this is based on the worst case assumption (of increased MV traffic) which therefore constricts the OCR width to being narrower than DfT recognised standards. MD asked that Atkins expand the traffic modelling to reflect an alternative hypothesis that there is no need for a third lane at this point, based on best case assumptions (increase in NMU traffic and steady state or even reduction in MV traffic. This will then inform the decision as to whether or not 3 lanes are needed to the west of Hope Street and whether NMUs (including disabled people) or MVs should have priority.

Flathouse Road

The present cycle route crossing is inadequate. Cyclists have to detour north and then ride across the road with no marked crossing and no signage to warn drivers in either direction to expect cyclists crossing (Sign diagram 950 – Cycle Route Crossing would be useful here).

PR undertook to investigate straightening the route.

MD mentioned the serious pinch point on Hope Street north side east of Flathouse Road where the advertising hoarding constricts the OCR to about 1.5 m wide. PR undertook to investigate ways of relocating the hoarding clear of the OCR.

JS suggested that PCC investigate ways of using Flathouse Road for extra capacity onward past the Continental ferryport and to Rudmore roundabout, thus connecting the planned OCR on Hope street to the wider cycle network.

It is suggested that the current narrow and sub-standard northbound cycle lane in Flathouse Road is widened to 1.5m (use developer's contributions?)

All Saints Street

JS suggested this be investigated as a quiet feeder road for NMUs into the development

Summary of Actions

1. PCC to email JS and MD a copy of drawing HW1779/4400 (cycle routes)
2. Atkins to conduct additional modelling to investigate need for third eastbound MV lane west of Hope Street
3. PCC undertook to investigate if traffic survey equipment used for air quality monitoring on the main carriageways in Portsmouth can differentiate between MVs and cyclists (now done – the equipment is capable but cyclists are not currently being counted)
4. PCC and Atkins to provide in due course a copy of the traffic modelling report and transport assessment to explain the traffic surveys and assumed growth factors and worst case/best case assumptions made for NMUs and Mvs.
5. PCC to investigate the feasibility of a cycle-activated crossing at the Hope Street / Market Way junction.
6. PCC explained that it would not update the plans until after the public consultation planned for 21-28 Oct.