

## PCF open meeting

11 September 2014.

Venue: Southsea Coffee Company, Osborne Road, Southsea

1. The meeting was introduced by PCF chair Jon Spencer (JS) at 7pm.
2. Asha Lal from Wheels4All gave an overview of her project. The aim is to give access to adapted bikes to those with physical and mental health issues, who could not manage to ride a conventional bike. They take individuals and groups and train them to use the bikes, usually for a day. The project is based at Bransbury Park and has lottery funds lasting up to July 2015, with the intention of opening another site at Mountbatten Centre. This means the bikes have been purchased for the project with council support to provide a site. However they need volunteers to help with the training, and to take over the project when funding finishes.
  - a. The project is run purely to give training on the adapted bikes and their insurance does not allow for the equipment to be taken off site.
3. JS referred to his open letter to councillors published by The News. This linked the recent lorry fire on the A27 with the need to get vehicles off the road by creating more cycle-friendly infrastructure. The News comment was refreshingly supportive. Also, BBC south contacted him to arrange a short piece on cycle safety in Portsmouth and Bournemouth to be broadcast on the Inside Out programme on 22<sup>nd</sup> September 2014.
4. Tom Hart presented on **Why aren't Portsmouth roads safe for cyclists** – see [link](#) to full presentation
  - a. 19 of the 21 Cycling Casualty Hotspots are on Portsmouth's notorious A-Roads, with many being intersections with linking routes and rat runs.
  - b. High traffic volumes combined with split-second manoeuvres across fast traffic flows, predictably result in high casualties.
  - c. Driver's error or reckless behaviour, are the most common contributory causes to these accidents, yet only three of these 21 junctions are controlled by traffic lights.
  - d. Seven roundabouts were casualty hotspots. Roundabouts are the most dangerous junctions for cyclists, with casualty rates up to 15 times higher than for car occupants! These roundabouts show widespread deviation from DfT's recommendations, designed to ensure motorists navigate roundabouts with care.
5. Questions from floor:
  - a. Comments – one of Tom's examples – Henderson Road roundabout – has been enlarged to slow approach of vehicles.
  - b. Comment of parking: there is little enforcement of parking, unless it is in the residents' schemes for cars overstaying rather causing a hazard. Jerry Brown explained that double yellow lines allow 5 minutes for unloading which means that unless the enforcement officer is watching, this is difficult to enforce. A comment was made that cameras should be used, but

the government is not in favour of this. PCC would need examples of other authorities using CCTV enforcement.

- c. It was also noted that it is easier to recover parking charges in residential areas where drivers are less likely to challenge charges, compared to those on a main road.
  - d. Another comment was that certain junctions should give priority to pedestrians and cyclists – e.g. at Anglesea Avenue/Park Road. Why should vulnerable road users (VRUs) wait longer than drivers? Also, as PCC engineers survey traffic flows, what work is done to monitor flows of pedestrians and cyclists and their journey times? Marc Griffin (assistant head of service at PCC) explained that PCC have started measuring traffic flow by picking up Bluetooth devices, and they could look into doing the same with flow of VRUs.
  - e. An alternative suggestion was to give similar priority to public transport that emergency vehicles have to get through congested traffic.
6. JS rounded up by saying that the PCF is working on a cycle strategy to present to PCC. This should be completed by mid-October.
- a. There may be funds for cycling available through the Solent Local Enterprise Partnership (LEP). They have funds but need 'shovel-ready' projects for the timescale available. There was criticism from the floor that PCC needs to be more involved with the LEP. JS suggested we invite the head of Solent LEP to a future meeting to discuss cyclists' needs.
7. JS reminded the meeting that we depend on their subscriptions. These will go up from £5 to £10 next March, but if they join/renew by the end of the year this will cover the following year.
8. Our next meeting is Thursday 3 November. Venue TBA.