

Southampton Cycling Campaign Most Dangerous Junctions/Roads – Shirley High Street/Shirley Road

Description of area

The road concerned is the A3057 from Anglesea Road near the Sainsbury's Supermarket, to the Traffic lights at Waterloo Road and Roberts Road junction. In this note travelling towards the city will be called 'city bound' and the reverse direction "out of city bound"

The road has been a significant suburban shopping road for many years and apart from the shutting of the trams and track removal has remained very similar to pictures taken in the early part of the 20th century.



1



2 Looking North West out of city bound

There are of course some major changes such as cars, trucks and buses. Cyclists are still using the route.



3 Looking South East City Bound by Malmesbury Road

The Problem

Although there is an alternative cycle route along Park Road/Firgrove Road and Randolph Street on the West side of the road and some non continuous back alleys on the East side, these are no good for those wanting to use the shops on Shirley High Street or Road. With the current level of buses, cars and trucks on the route it is a major hazard for cyclists. During a three hour period over two days I witnessed over thirty bikes using the route. Over half of these used the pavements on either side of the road.. Sometimes there were four buses nose to tail in one direction and one or two in the other. Parking has used up a lot of the extra road width left when the tram tracks were removed.

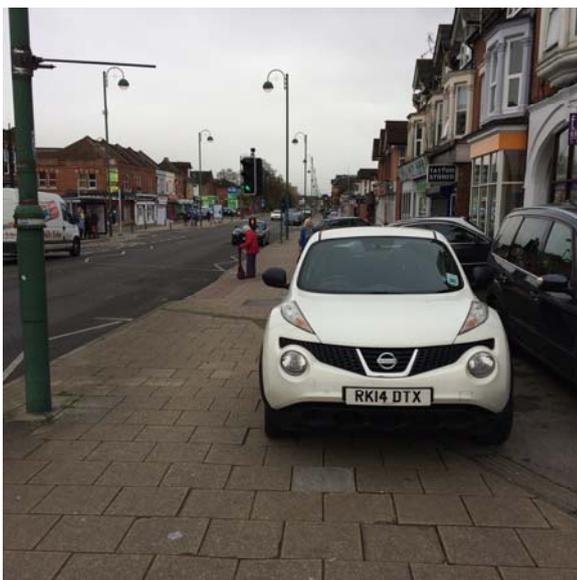


4 Wide pavements



5 Showing parking using road width.

Cars are often using the space in front of premises where gardens used to exist but they spill onto the pavement or cross the pavement to gain access to the highway. I witnessed cars driving along the pavement to find a drop curb exit at the next road junction by Janson Road.



6 Cars on pavement



7 Cars partially on pavement



8 Hedge protruding into pavement opposite MacDonald's

Suggested cost effective solution

From Anglesea Road through to Archers/Paynes Road junction the pavement on the North East city bound side is wide and in many cases the space occupied by old gardens makes it extremely wide. The same is true for the South West out of city bound side with the exception of the section between Park Street and Anglesea Road traffic lights. Already half of cyclist are using the pavement without any observed difficulties. Suggest that the use of the pavement is legalized by having joint pedestrian/cyclist use on both sides of the road. A few obstructions like the protruding hedge in picture 8, large street poster sites /bus shelters picture 11 or parked cars as in pictures 6 and 7 need attention.

Both signs at eye level and painted pavement signs would be required.

In some sections it would be wide enough to have designated cycle lanes with adequate warning of shoppers traversing to bus shelters or road crossings.

The pavement on the North East city bound side by St Mark's school would need special flashing lights or similar at school opening and closing times.

The section between Archers Road and Landguard Road has some reasonably wide (3m) pavements, picture 7 but they are not continuous. In some cases pictures 9 and 10 garden walls and end posts protrude into the pavement. If these were sorted it is likely that the joint pedestrian/cyclist route could be extended further to Landguard Road. On the city bound side the bus lane starts near St Mark's Primary school and can be used by cyclist. However during the daytime the large number of buses passing along this lane makes it quite difficult and often precarious for cyclists.



9 Garden wall appears to protrude



10 Protruding brick piers



11 Large street posters/bus shelters