

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting

**Date of meeting:** 17th July 2017

**Subject:** Road Safety and Active Travel Work Programme Priorities

**Report by:** Alan Cufley, Director of Transport, Environment and Business Support

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

1.1 The purpose of this report is to obtain agreement for the Road Safety and Active Travel work programmes detailed at Appendices A, B and C.

**2. Recommendations**

2.1 That the Road Safety and Active Travel work programmes for cycling, pedestrians and vehicles, detailed at Appendices A, B and C to this report, are approved.

**3. Background**

3.1 Cycling and walking can bring many benefits to health and wellbeing, the economy and local air quality, as well as being a low to no cost form of travel.

3.2 In April 2017, the Government published its Cycling and Walking Investment Strategy (CWIS), which has objectives and targets for increasing and improving cycling and walking across the country. The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journey's such as going to school, college or work, travelling to the station, or for simple enjoyment.

3.3 An ambition within the CWIS is to double cycling activity by 2025, and each year reduce the rate of cyclists killed or seriously injured on English roads. Through this strategy, the Government wants to deliver better safety, better mobility and better streets.

- 3.4 There is currently a high reliance on the car for short trips, with 16% of all car trips starting and finishing in Portsmouth being 'short trips' of less than 3kms in lengths.
- 3.5 Portsmouth is well suited to walking and cycling for local journeys, with significant scope for increasing current levels.
- 3.6 Whilst it must be acknowledged that Portsmouth has a high number of cycle casualties, the number of collisions involving cyclists in the city has been going down since 2011, based on data from Hampshire Constabulary. Importantly the actual number of serious/fatal incidents fell from 44 in 2011 to 26 in 2015 although 2016 showed a sharp increase towards the 2011 figures, rising to 38. Trends show a high number of these are situated at junctions along 30mph roads,
- 3.7 However it is important to remember that Portsmouth has a high number of cyclists. The 2011 census data shows 7,148 (4.7%) of our residents regularly commute by bike in Portsmouth. This is double the Hampshire average (2.2%). So, it could be argued that the potential for there to be more accidents involving cyclists is greater on our busy network.
- 3.8 Despite this, the council is acutely aware of the need for investment in both infrastructure and behavioural programmes to improve safety for cyclists and pedestrians within the city. For example, it is hoped that by diverting cyclists from the busier, faster routes the number of cycle casualties will be reduced.
- 3.9 While Portsmouth has high numbers of utility (commuting) walking there are concerns about health levels and environmental issues. Portsmouth experiences widespread obesity, low levels of wellbeing, and, low levels of physical activity. 64% of avoidable deaths are caused by lifestyle behaviours including low levels of physical activity. 65% of Portsmouth adults do less than 30 minutes of physical activity per week including walking and cycling. Levels of child obesity in Portsmouth are higher than average for England. In 2014/15, 33% of children were overweight or obese on leaving primary school.
- 3.10 Key to increasing the levels of cycling and walking within the city is removing the main barriers to cycling and walking within the city. Concerns have been raised regarding levels of pollution in some parts of the city, and the need to have safe places to lock bikes whilst at work and school. The desire for more cycle lanes in the city and improved safety for cyclists was also apparent.
- 3.11 More needs to be done to address safety and infrastructure, along with increased publicity in order to help people to make informed choices about their travel behaviour.
- 3.12 The attached plans in Appendices A, B and C aim to address the barriers and to promote walking and cycling as the preferred mode of travel for short and long

journeys. The infrastructure investment programme being delivered through the Local Transport Plan will complement the aims.

#### **4. Reasons for recommendations**

- 4.1 Cycling and walking are positive for health. Portsmouth has higher than average levels of obesity which is impacted on health outcomes in the city. Quieter, less busy routes provide an alternative and safer route for cyclists to use
- 4.2 An ongoing Behaviour Change programme tackles the key barriers to walking and cycling, enabling increased levels of cycling and walking.
- 4.3 Comprehensive Road safety initiatives involving drivers, cyclists and pedestrians will help reduce the number of road casualties in Portsmouth. Improved actual and perceived cycle safety will increase the levels of participation across the city.

#### **5. Equality impact assessment**

- 5.1 It is not considered necessary to undertake a full Equality Impact Assessment at this stage as each aspect of the work programme will be developed further following approval. Once the Cabinet Member has approved the work programme this will release associated funding streams necessary for consultations and the EIA process will be followed fully.

#### **6. Legal implications**

- 6.1 Under Section 39 of the Road Traffic Act 1988 local authorities have a statutory duty to promote and provide road safety advice and measures. Local authorities are under a duty to take such measures as appear to the authority to be appropriate to prevent accidents (including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads)
- 6.2 Failure to carry out the above obligation could result in action being taken against the authority for breach of statutory duty. Providing a road safety service involves education, training and publicity which benefits road safety and enables the upholding of laws in relation to the safe use of the highway.
- 6.2 Section 508A of the Education Act 1996 places a general duty of local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training in a local authority area. This duty relates to journeys to and from institutions where education or training is delivered.

6.3 Sustainable modes of travel are those which the Authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two. Such obligations should form part of the above recommendations.

6.3 It should be noted that any changes to the highway infrastructure will need to be considered in conjunction with the Authorities Private Finance Initiative ('PFI') Contract and as such the commissioner of this report should liaise with the PFI Network Co-ordinator.

**7. Director of Finance's comments**

7.1 Road Safety and Active Travel initiatives are currently funded from both revenue and capital sources, depending on the nature of the initiative, and form part of the Traffic and Transport Portfolio Revenue budget and the Local Transport Plan within the approved Capital Programme.

7.2 The work programmes proposed in this report and detailed in the appendices for cycling, pedestrians and vehicles are all anticipated to be funded from existing resources and as a result there are no adverse financial implications from the adoption of the work programme.

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Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Appendices:**

- A - Cycling work programme
- B - Walking work programme
- C - Vehicles work programme

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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

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Signed by:  
Councillor Simon Boshier  
Cabinet Member for Traffic and Transportation