

Decision maker: Cabinet Member for Transportation and Environment
September 2014

Subject: Havant Road/Farlington Avenue - Addition of pedestrian crossing facilities

Report by: Head of Transportation & Environment

Wards affected: Drayton and Farlington

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1. To consider the implementation of a controlled pedestrian crossing facility at the junction of Havant Road/Farlington Avenue following requests from members of the public and the Cabinet member for Traffic and Transportation.

2. Recommendations

- 2.1. **The Portfolio Holder for Traffic and Transportation approves the expenditure and subsequent implementation of a controlled crossing facility on Havant Road near the junction of Farlington Avenue.**

3. Background

- 3.1. The existing layout of the traffic signal junction at Havant Road/Eastern Road/Farlington Avenue dates back to the 1980's. During this period the design emphasis was focused on vehicle movements and traffic capacity rather than enhanced facilities for active travel modes. As a result, no controlled pedestrian crossing facilities currently exist at this junction.
- 3.2. Since initial construction, improvements have been made to the central refuge island to increase the size of the pedestrian waiting area and reduce the length of live carriageway that a pedestrian is required to negotiate when crossing the road.
- 3.3. Traffic flows throughout the region have continued to increase year on year resulting in longer delays for pedestrians wishing to cross the road. There has, as a result, been increasing requests for controlled pedestrian facilities at this location. Most recently, this has been in the form of a petition signed by 701 people. Attempts to secure funding for a crossing have been attempted in previous years but have been unsuccessful due to competition from other schemes.

- 3.4. A pedestrian survey of the site was undertaken on 10th September 2014 that indicated 90 crossing movements during the AM peak (08:30 - 09:30) and 140 during the afternoon peak (14:45 - 15:45). Of these pedestrian numbers, approximately 50% were children. Many of these children were pupils at the Solent Infant and Junior schools and use the crossing as part of their journey to school. A controlled crossing at this location would support the Council's safer routes to school programme.
- 3.5. The accident record at the junction of Havant Road and Farlington Avenue is good with only two recorded injuries in the last five years. Whilst any accident on the network is regrettable, these figures are below the expected average for a junction of this type. One accident was a tail end shunt on the approach to a red signal and the other involved a pedestrian stepping out in front of a moving vehicle. There have also been a number of unreported incidents and near-misses at the site including a recent altercation between a pupil of Solent Junior School and a car, resulting in the pupil being treated at hospital for minor injuries.
- 3.6. In order to accommodate a controlled pedestrian facility at this location, modifications are required to both the geometric layout of the site and the existing traffic signal control equipment. The pedestrian phase can however be accommodated within the existing traffic signal staging resulting in a 'walk with traffic' operation. This phasing arrangement will result in a scheme that does not impact on capacity or delay to the general traffic movements.

4. **Reasons for recommendations**

- 4.1. Proposals meet the requirements of the Local Transport Plan by improving road safety within the area by providing pedestrian crossing facilities to reduce confrontation experienced between traffic and pedestrians;
- 4.2. Reduced dependency on the private car through increased number of people using public transport and active transport modes i.e. walking and cycling;
- 4.3. Protects and supports our more vulnerable residents by shaping public services to meet their needs
- 4.4. No impact on delay or capacity to general traffic as a result of the pedestrian phase modification.

5. **Equality impact assessment (EIA)**

- 5.1. This report has undergone a preliminary Equality Impact Assessment.

6. **Legal implications**

- 6.1. The City Solicitor is satisfied that it is within the Council's powers to approve the recommendations as set out.

7. Head of finance's comments

- 7.1. The proposed implementation of a controlled pedestrian crossing facility at the junction of Havant Road/Farlington Avenue will cost in the region of £60,000, which includes the ongoing maintenance cost.
- 7.2. The costs of the improvements will be funded from the Local Transport Plan.

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Head of Transport and Environment

Appendices:

APPENDIX A – Havant Road/Farlington Avenue Proposed Traffic Signal Layout Plan

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

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

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Cabinet Member for Transport and Environment