
















## Indicative 2015/16 Local Transport Plan (LTP)

Description of Scheme	Scheme Details		£'000
<b>Priority 1</b>			
Rights of way signing 	PCC has a statutory requirement to sign Rights Of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.	This scheme not only meets all LTP3 objectives it also encourages use of active travel modes which provide health benefits, improved quality of life and environmental benefits.	50
Traveline 	Provision of annual funding (jointly with all Local Transport authorities) to maintain and enhance comprehensive public transport information facilities through Traveline an online and telephone journey planning service.	This scheme helps to ensure accurate information is available for individuals to make informed travel choices.	25
Access for people with disabilities 	To provide low cost measures citywide where improvements to the kerb lines, signing and street furniture will aid mobility for the disabled and parents with young children in prams and pushchairs. This would include both resolving requests put forward and proactive priority works.	It is a requirement under the Equalities Act to maintain and enhance highway facilities to enable disabled people to cross the road more easily. It is vital to ensure that the city's most vulnerable residents are provided with solutions which enable them to move around the city with ease, accessing all areas. Ensuring walking routes are continuous and seamless for all users is essential to promote a sustainable and active lifestyle and improved quality of life. Particularly focussing on those routes to public transport hubs and other key destinations such as education, retail and leisure will ensure social inclusion and also enable wider benefits such as economic growth.	35
Active travel remedials 	Small-scale infrastructure improvements (such as cycle parking, signage and lining) and public realm enhancements across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling.	Ensuring walking and cycling routes are continuous and seamless for all users is essential to promote a sustainable and active lifestyle and improved quality of life. Particularly focussing on those routes to public transport hubs and other key destinations such as education, retail and leisure will ensure social inclusion and also enable wider benefits such as economic growth.	90
Cycle access to Miltoncross School 	There is currently no cycle link into the school from either the south or north. At the request of the school and the governors, this first phase would seek to link the school to the southern housing around Warren Avenue. The scheme will include alterations to bus shelters to facilitate the route along Milton Road.	A formal cycle link will improve safety for cyclists. This link will encourage additional cycling promoting a healthy and active lifestyle, improved quality of life and wellbeing and helping improve the environment.	40
Eastern Road / Havant Road / Farlington Avenue junction improvements. 	To improve the existing junction layout to incorporate pedestrian crossing facilities, improve traffic flow and provision for bus priority to support future Bus Rapid Transit.	Reducing congestion and improving traffic flow contributes to the city's economic growth and individuals quality of life. The provision for bus rapid transit ensures we are in a good position to provide for future city development. There is currently no pedestrian phase at this junction and it is used by parents and children accessing Solent Infant and Junior Schools. This is a 30mph road, redesigning the junction to add a pedestrian phase will improve road safety for all and make this a safer route to school.	100

## Indicative 2015/16 Local Transport Plan (LTP)

Description of Scheme	Scheme Details		£'000
Eastern Road Roundabout signal upgrade and spiral markings 	Provide modification/replacement to existing traffic signal controller and outstation control unit so traffic signals can be controlled/influenced from the Transport Management Centre. This will enable fault reporting, manual control and planned strategies to be implemented in times of congestion or incident on the network. Spiral marking modification will assist with lane discipline on the exit from Eastern Road Southbound.	This scheme will offer benefits to journey time especially at times of events. Reduction in congestion enables economic growth in the city as well as providing environmental benefits. The scheme will help to improve air quality and in turn respiratory conditions such as asthma. There will also be safety benefits resulting from the improvements.	20
Junction treatments along London Road, Kingston Road and Fratton Road to improve cycle safety. 	Lining treatment and alterations to kerb lines at junctions along London Road, Kingston Road and Fratton Road to alert motorists to the presence of cyclists.	78% of cycle casualties in Portsmouth occur at junctions. Portsmouth has one of the highest cycle casualty rates in the country and this route is a particular problem with cycle collisions occurring at junctions. This scheme meets all the LTP3 objectives and encourages more individuals to choose cycling for their journeys which in turn improves health and well being as well as having environmental benefits. This has been a topic for discussion recently with the Cycle Forum, Leader of the Council and the Media.	80
Monitoring and Evaluation 	Purchasing of equipment such as cycle counters and Bluetooth radar to enable improved monitoring and evaluation of schemes.	There is a need to have a sound evidence base to show the benefits of implemented schemes and identify issues across the city. This is required to support future funding bids enabling better demonstration of benefit cost ratio and economic value of schemes as well as demonstrating the problems in the first place.	50
Queen Street Zebra Beacons 	Upgrading the beacons at the zebra crossings on Queen Street to Zebra units meaning they are more visible to approaching traffic. These Zebra beacons feature a halo of LEDs to ensure crossings can be easily seen in all light conditions.	The upgrading of beacons will improve safety along Queen Street. Complaints have been received from residents and ward councillors regarding vehicles failing to stop at the three zebra crossings. The road is straight with very little demand placed on drivers and as such they lack concentration and do not always see the crossings.	15
Speed Reduction Schemes 	To introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds and encourage the use of active travel modes.	Reducing speed of traffic can make individuals feel safer to walk or cycle and move around their local area. Lower speeds contribute to a lower level of injury accidents. An increased level of active travel leads to healthier lifestyles and environmental benefits. Lower speed limits improve quality of life for those living in and travelling through an area.	55
<b>Total Priority 1 Schemes</b>			<b>560</b>
<b>Priority 2</b>			
Scheme	What it includes, and where?	Why is this the right approach and what additional benefits will it bring?	£'000
3G CCTV 	New CCTV cameras to enable effective network management of key junctions and strategic routes. To be installed where they are missing at key locations across the city's network.	It is important in order to be able to effectively manage the network that the whole network is visible from the control centre to enable reactive management. If it cannot be identified what is happening at certain locations on the network then mitigating measures (such as signal timing alterations) cannot be put in place and there is potential to have a wider impact across the city.	50

## Indicative 2015/16 Local Transport Plan (LTP)

Description of Scheme	Scheme Details		£'000
<p>Isambard Brunel Road 20mph</p> 	<p>Continuation of existing 20mph zone.</p>	<p>The current speed limit is not suitable for the environment. Implementing a 20mph speed limit would improve safety and encourage active travel, in turn improving health, well-being, quality of life and the environment.</p>	<p>37</p>
<p>Pedestrian Crossing facilities</p> 	<p>New or improved pedestrian crossing facilities at sites around the cities. Sites to be considered include but are not limited to Clarence Esplanade, Duisburg Way, Victoria Road North (both near the Mosque and near Outram Road) and Moorings Way.</p>	<p>Ensuring that there are safe crossing facilities will not only protect the city's most vulnerable residents but will also improve safety for those travelling around the city by foot. Providing these facilities will work towards encouraging an active lifestyle which improves individuals health and well-being.</p>	<p>200</p>
<p>Safer Routes to School Area Improvements</p> 	<p>This allows reactive works on school routes as issues are identified. It can include but is not exclusive to the installation of bollards, barriers, signage and dropped-kerbs.</p>	<p>It is important that issues impacting on children's travel to school are addressed. It is particularly important if they are safety issues or if they reduce the likelihood of active travel and therefore a healthy lifestyle which contributes to reducing obesity levels.</p>	<p>150</p>
<b>Total Priority 2 Schemes</b>			<b>437</b>
<b>Total LTP</b>			<b>997</b>

