

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 10 March 2016

Subject: Goldsmith Avenue Cycle Lane

Report by: Director of Transport Environment & Business Support

Wards affected: Central Southsea, Milton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To seek approval to undertake consultation via Traffic Regulation Order on the implementation of a designated cycle lane on Goldsmith Avenue.

2. Recommendations

- 2.1 Approval is given to undertake a consultation via a Traffic Regulation Order on the implementation of double yellow lines on the north side of Goldsmith Avenue, adjacent to the railway line opposite Francis Avenue to the pedestrian crossing west of Fratton Way. This will include removing the loading bays and the current unrestricted parking to facilitate the introduction of a mandatory eastbound cycle lane.

3. Background

- 3.1 Portsmouth experiences high levels of cycle road casualties with over 80% of those collisions occurring on main 30mph roads such as Goldsmith Avenue.
- 3.2 Provision of continuous, dedicated cycle facilities may assist to improve cycle safety within the area. The addition of cycle lanes and associated signage and road markings on the carriageway can highlight to motorists the need to anticipate cyclists travelling within the shared road space.
- 3.3 By removing the existing parking along the carriageway the available road width is increased to allow room for both cyclists and other vehicles to utilise. This will improve visibility within the area, increasing the awareness of motorists, cyclists and pedestrians.
- 3.4 Portsmouth is a flat and compact city and these areas are within 2-3 miles of each other. Therefore, it is ideally suited to encouraging walking and cycling for short journeys. However, if we are to encourage the use of the Western Active

Travel Corridor and Eastern Active Travel Corridor (WATC & EATC) to access the city centre, there are some important missing links that need to be addressed. The improvement and promotion of the WATC & EATC and its connections to the centre will improve accessibility, reduce the pressure on the road network and reduce carbon outputs by enabling and facilitating the use of more sustainable modes of transport to both access the centre and move between the Town Centre, Gunwharf Quay and Southsea. This cycle lane will contribute directly to the adopted aims set out above by improving east to West accessibility for cyclists.

- 3.5 As part of the proposed Tesco Development within Fratton Way, the Highways Engineer considered the scope to which a package of off-site highway and transport improvements could mitigate the impacts of the development. These included the provision of on road cycle lanes from Fratton Way to link with the existing facilities to the west on Goldsmith Avenue in the vicinity of Talbot Road and the provision of off road cycleway across site frontage to link with Toucan crossing to south on Fratton Way.
- 3.6 Goldsmith Avenue is a classified road which experiences large volumes of traffic. During the five year period 1st November 2010 to 31st October 2015 there have been a total of 14 cycle collisions (1 serious injury) along this identified section of Goldsmith Avenue.

4. Reasons for recommendations

- 4.1 In 2015 a large Tesco superstore was constructed in Fratton Way (off Goldsmith Avenue). During the planning process, concerns were raised (regarding the safety of cyclists, due to the potential increase in traffic that the new store will bring. As part of the section 106 agreement with Tesco, funding has been identified to fund the installation of the cycle lane.
- 4.2 Planning Policy PCS7 states that all developments within the City will be designed to be pedestrian and cycle friendly. Links to Fratton Railway Station must be improved for these identified users. The link towards the station from the site is along Goldsmith Avenue which has had many cyclist casualties. Although this road does have existing advisory cycle lanes along a major part of the route, the existing section where parking is currently permitted results in the loss of a cycle lane.
- 4.3 There are 9 schools in the immediate area, this combined with Portsmouth's current high child pedestrian and cycling road casualties on 30mph roads underline the need for safety schemes on such roads.

5. Equality impact assessment

- 5.1 An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. None of the parking bays that are being taken away are accessible bays for disabled people but also a high majority of older people that use the buses will not be affected as the bus stops they are not being affected.

6. Legal implications

6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

6.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.

6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7. Director of Finance's comments

This scheme is to be funded from Section 106 - Developers contributions, with a budget of £40,000.

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

Appendices:

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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Signed by: Councillor Ellcome
Cabinet Member for Traffic & Transportation