

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	13 March 2018
Subject:	Local Transport Plan 3 - Implementation Plan 2018/19
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	Yes
Full Council decision:	No

1. Purpose of report

- 1.1 Following full Council agreement of the capital budget for 2018/19 on 13 February 2018, this report seeks approval for the Local Transport Plan 3 (LTP3) Implementation Plan 2018/19. Additionally it details how the approved budget for the LTP3 programme (£1.5M) will be apportioned.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Approves the LTP3 Implementation Plan.**
- 2.2 **Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and policy announcements.**

3. Background

- 3.1 The Local Transport Plan 3 (LTP3) Joint South Hampshire Strategy 2011-2031 was approved by Full Council on 25 January 2011 along with the Implementation plan 2011-12, which came into effect on the 1 April 2011. The adoption of a Local Transport Plan is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local Transport Plans, including the opportunity for neighbouring authorities to jointly develop their LTP3, but stipulated that the LTP must include two key elements:

- Strategy (containing a set of policies)
- Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).

- 3.2 A one year Implementation Plan Delivery Programme has been developed for 2018/19 which delivers against the outcomes of the LTP.
- 3.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is no longer ring-fenced, it is not considered to be possible to provide a confirmed 3 year Implementation Plan.
- 3.4 A scheme selection prioritisation process has been utilised through which schemes are assessed against their contribution to locally agreed priorities (including LTP3 and the PCC Corporate Plan), before being assessed for their deliverability under LTP. Professional judgement is used to ensure an appropriate package of schemes is established, ensuring contribution to each of the policy areas, and a balanced geographical spread.
- 3.5 With overall programme approval, consultation will then be undertaken on a scheme by scheme basis as appropriate to ensure that full stakeholder engagement is achieved for the programme.
- 3.6 All schemes will be aligned as much as far as reasonably practicable with the PFI contractor's (Ensign) life cycle replacement programme. This will reduce the cost to the Council and reduce disruption for road users.

4. Reasons for recommendations

- 4.1 The adoption of the LTP3 by April 2018 is a statutory requirement.

5. Equality impact assessment

- 5.1 An equality impact assessment is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:
- The LTP3 is a statutory requirement of the Local Transport Act 2008. There is a requirement for the LTP to have a strategy and an implementation plan.
 - The LTP3 Implementation Plan contains a list of capital schemes. A preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.
 - The LTP3 is a wide reaching document, therefore completing an EIA as a whole would not produce any meaningful results or indications of impacts regarding different protected characteristics, although the LTP programme does not generally impact negatively or positively on disability, age and maternity and pregnancy.

6. Legal implications

- 6.1 There is a statutory duty on the Council under the Transport Act 2000 (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that PCC has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan containing the policy as set out above and their proposals for the implementation of those policies.
- 6.2 There is a duty to keep the local transport plan under review and in doing so to consult with the Secretary of State, operators of any network or station, or any railway services, and operators or providers of other transport services in their area.
- 6.3 The proposal is in accord with the statutory requirements of the relevant legislation.
- 6.4 As soon as practicable the authority after any alteration of the plan, the authority must publish the plan as altered in such manner as it thinks fit and send a copy to the Secretary of State.

7. Director of Finance's comments

- 7.1 The Capital Programme 2018/19 was approved by Full Council on 13th February 2018 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. Approval was obtained to allocate £1.5M.
- 7.2 This report seeks approval to allocate the £1.5m across the areas detailed in Appendix A, which aim to deliver the schemes that will best benefit the city's residents, workers and visitors.
- 7.3 The report also recommends that authority be delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the LTP programme that continue to meet the requirements of the Local Transport Plan aspirations, whilst remaining within the overall approved allocated budget of £1.5m.

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Signed by:
Tristan Samuels
Director of Regeneration

Appendices:

Appendix A - LTP3 2018/19 Implementation 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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Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation



Appendix A - Local Transport Plan 3 - Implementation Plan 2018/19

Programme	Group name	Scheme name	Scheme overview	Ward
LTP3 2018/19	Access for People with Disabilities	Access for People with Disabilities	To provide low cost measures citywide where improvements to the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.	All wards
LTP3 2018/19	Road Safety Schemes	Speed Reduction Schemes	The aims of this project is to be responsive to residents' speeding concerns, 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. Speed reducing measures may take the form of raised tables, speed cushions or junction treatments including build-outs and coloured markings/hatching.	All wards
		Safer Routes to School area-wide programme	This fund allows reactive works on school routes as issues are identified by residents and Councillors. It can include but is not limited to the installation of bollards, barriers, signage and dropped-kerbs.	All wards
		Zebrite Belisha Beacons	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings and are especially effective at crossings that experience vehicles not stopping for pedestrians. Following successful installation at other sites including Queen Street, Osborne Road and Baffins Road, focus to be on sites with poor visibility/safety concerns include Allaway Avenue/ Marsden Road Junction zebra.	All wards
		Northern Parade/Gladys Avenue Junction - Speed Reduction (pedestrian refuge improvements)	To provide larger pedestrian islands on each Northern Parade approach to the Gladys Avenue Junction to create a pinch point and slow traffic. This will give vehicles exiting and entering Gladys Avenue more time to manoeuvre.	Nelson and Hilsea



LTP3 2018/19	Road Safety Schemes	M275 Southbound (from Rudmore flyover) - advanced VAS and associated detection	To provide advanced warning to traffic approaching high casualty section of M275 (Traffic Queuing Ahead VAS) to encourage traffic to slow and leave larger gaps, in order to reduce collisions and associated congestion on this main gateway to the city.	Nelson
		Winston Churchill Ave/Victoria Rd North Roundabout (Bradford Junction) Safety Improvements	There is a concentration of accidents at this location due to high traffic speeds (10 accidents (8 slight, 2 serious) between 2012 and 2017. This schemes involves building out islands/hatched areas to improve physical deflection and reduce traffic speeds, and will form part of the East-West segregated cycle lane. This funding has been identified as match funding for the Public Health Fund.	St Thomas/ Charles Dickens and Central Southsea
LTP3 2018/19	Pedestrian Crossings	Clarendon Rd/Palmerston Rd junction Zebra - safety measures	There is an unusually high concentration of casualties at the zebra crossing (2 serious, 3 slight) over a five year period. The crossing has previously been upgraded to zebrites and red surface treatment across the junction area, however this has not improved the safety record at the site. A junction wide approach to slowing traffic and giving pedestrians improved accessibility and safety is proposed at this location.	St Jude
LTP3 2018/19	Active Travel Schemes	Rights of Way Signage	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.	All wards
		Active Travel Improvements	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.	All wards
		City-wide Early Release Low Level Cycle Signals	Implementation of early release cycle signals to improve cycle safety at junctions and promote active travel. Site specific schemes identified include Elm Grove/ Grove Rd Junction, Albert Rd/ Waverly Junction and St George's Rd/ Park Rd Junction.	All wards



LTP3 2018/19	Active Travel Schemes	New Road Copnor - junction treatment	This is one of the main three routes running north south into and out of the city. It is a high casualty site for cyclists (8 accidents (5 slight, 3 serious) in the five year period to 2017. Improvements include surfacing/lining to improve cyclist positioning and raise awareness to drivers (widen existing cycle lane). Build out kerb edges to increase deflection and slow vehicle turning movements.	Fratton
		Holbrook Rd/Arundel St Roundabout - Cycle safety improvements	There are a high number of casualties (10 accidents (7 slight, 3 serious) between 2013 and 2015 at this location, and improvements will lead to increased safety. This scheme is being coordinated with the Life Cycle Replacement works in order to maximise value for money.	Charles Dickens
		A2047 - Route long cycle safety improvements	This scheme will build on the successful works implemented along the A2047, addressing the accident clusters along the major, high casualty, cycling route (74 accidents (59 slight, 15 serious) in the five year period to 2017. Implementing a combination of surfacing, lining and the implementation of traffic calming methods within the junctions will seek to increase road safety through reduced speeds and promote better traffic discipline to provide a safer environment for all road users.	Fratton
		Pier Road Roundabout	This site has a high number of cycle casualties (1 serious, 7 slight) and requires physical improvements to make it safer for vulnerable road users. Its proximity to the Hovercraft and seafront tourism and its position on key cycle routes make it a priority for intervention Implementing cycle safety improvements on the roundabout.	St Thomas and St Jude
		Signing and Lining	City-wide need to address minor issues on the highway network that can be remedied through the inclusion of signing and lining to improve visible presence, slow speeds or provide direction assistance.	All wards
LTP3 2018/19	Traffic Signals Schemes	Kings Road Roundabout - Cycle Segregation	This site continues to be a casualty hotspot (12 slight accidents in the five year period to 2017, in part due to the misuse of current left turn markings for ahead movements by cyclists. Improvements include pre-fabricated segregation for left turn cycle lanes and hatched deflection areas. This will further slow traffic and improve driver discipline whilst ensuring cyclists must choose the appropriate lane for straight ahead or right turns.	St Thomas



		Traffic Signal Improvements (various Citywide)	The programme modernises and upgrade existing traffic signal infrastructure at key locations throughout the city, improving the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network. Much of the existing infrastructure is operating through out-dated technology leading to unnecessary delays to journey times. This will significantly reduce the maintenance costs and deliver power savings.	All wards
LTP3 2018/19	Traffic Signals Schemes	Innovative 'X' Crossing at Park Road/ Burnaby Road	This site is used by both students travelling between campuses and by shoppers walking between Gunwharf and the city centre. The existing pedestrian crossings are narrow and often pedestrians don't wait for the "green man", proposal for a full traffic signal refurbishment and installation of diagonal pedestrian crossings at the Park Road/Burnaby Road junction. Diagonal crossings have been trialled in London and elsewhere and allow for pedestrians to cross in one movement where currently they must make two separate movements which delays the pedestrian and also the traffic as an additional stage is required to get the pedestrian from point to point.	St Thomas
LTP3 2018/19	Public Transport Schemes	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.	All wards