

Response Ref	Respondent Name	Respondent Organisation	Date of correspondence	Respondent Comments	Positive/Negative?	Reply date?	Reply contents	Further Action?
001	RL		08/08/2019	<p>Hello,</p> <p>I am writing to say that I am in full support of a segregated cycle way and accompanying proposals. I work in the naval base commuting from Southsea on bike and this section is the highest risk section of my route. By extension, I am in favour of any modifications across Portsmouth aimed at making cycling safer.</p> <p>Kind regards, Richard</p>	Positive	11/09/2019	<p>Many thanks for your correspondence regarding the Fratton-Hard Active Travel Corridor.</p> <p>The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend.</p> <p>If you would like to be updated on the progress of this project post-committee meeting, please do not hesitate to contact me.</p>	
002	AW	The Rifle Club	29/08/2019	<p>I wish to object to the proposed plans contained in your letter dated 25th July 2019.</p> <p>I am the owner of The Rifle Club on Goldsmith Avenue.</p> <p>The Rifle Club is a busy function venue which caters for people's weddings, parties and band nights, we have a capacity of two hundred and eighty people.</p> <p>In recent years we benefitted from a designated taxi pick up and drop off point outside the main doors and a loading bay for deliveries at the rear gates, these were both removed when the council decided to put in a cycle lane, we now have no designated loading bay and nowhere for taxis to drop off unless they block the cycle lane.</p> <p>In addition to the above you have recently introduced a residents parking system on the roads opposite the club, which now means our staff and customers have nowhere to park a vehicle.</p> <p>Your plan indicates that you are going to fit a barrier system to allow bicycles to have a segregated lane.</p> <p>Our turnover and booking have dropped by 19.5% since the above measures took place.</p> <p>1. Can You tell me where taxis will be able to pick up and drop off people who have been drinking in a safe manner.</p> <p>2. Can you tell me how we are going to manage deliveries to and from our premises, deliveries consist of extremely heavy beer kegs. An average of six deliveries a week by articulated lorry and smaller deliveries by car and van, in addition people on a weekly basis delivering items to set up there functions, DJs loading and unloading etc.</p> <p>3. We have a dropped kerb at the rear end of the property which we are intending to extend and make use of the yard for car parking for our staff, can you tell me how we are supposed to do this when would have to pass through a barrier and cycle lane.</p> <p>The idea of a pedestrian crossing is a decent idea, but the segregated cycle lane will only further the decline of our business which has suffered a big drop since the previous charges listed above have caused.</p>	Negative	29/08/2019	<p>Many thanks for your correspondence relating to the Fratton-Hard Active Travel Corridor.</p> <p>The focus of the project is to improve the safety of cyclists and pedestrians through the provision of a segregated cycle lane, along with junction treatments along Goldsmith Avenue. Improvements in cycling infrastructure along this active travel corridor are anticipated to facilitate a modal shift towards active travel, reduce cyclist and pedestrian casualties and improve air quality across the city.</p> <p>The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend.</p> <p>For further information regarding the timing of this meeting, please visit www.portsmouth.gov.uk and search for 'Traffic and Transportation Cabinet Meetings'.</p> <p>With reference to the 'barriers' mentioned, the type of physical segregation being used will not be located where dropped-curbs are sited to allow access to premises. As such, the drawings will be revised and amended where relevant.</p> <p>I hope this provides some clarity on the situation, and if you have any further questions, please do not hesitate to ask.</p>	Look at barrier design & placement to not obstruct dropped-curbs.
003	ES		01/08/2019	<p>I am very disappointed about inadequate plans that have been circulated .. the layouts do not enlighten one. If this consultation is to be effective that which is proposed must be clear to all those consulted. Can you revisit the issue and send out better layouts.</p> <p>One thing that you haven't mentioned in the consultation are the heavy goods vehicles the often park while delivering in the road on pull into business premises. To make significant improvements something needs to be done about them perhaps restrict there hours of operation.</p>	Negative	29/08/2019	<p>Many thanks for your correspondence regarding Fratton-Hard Active Travel Corridor.</p> <p>The drawings provided are those made available from the Highways Engineer, and are used as guidance for proposals across the majority of schemes in the city. Can you clarify in what regard they are not clear?</p> <p>I have attached the consultation drawings again, if these are in a more legible format.</p> <p>With regards to HGV's, the bollards being placed either side of dropped curbs are being situated in order to prevent the type of behaviour you have mentioned. Additionally, through the provision of a physically separated cycle lane, it will be far more difficult for incidents to take place.</p> <p>I hope this provides some clarity on the situation, and if you have any further questions, please do not hesitate to ask.</p>	Look at tracking for HGV's
004	MJ	Acadia Timber Ltd.	13/08/2019	<p>I am writing to object to the proposed design in Goldsmith Avenue and how it will affect my business.</p> <p>My family business has been trading for approx. 46 years, we have 5 employees at present who obviously have dependants.</p> <p>Your Department addressed the proposed scheme to Goldsmith Avenue to a Company (N T Timber) that does not exist, at least for the past 19 years - over which period we have carried out various works for the Council supplying sheds, workshops, playhouses, etc.</p> <p>We consider our Company to be considerate and responsible in all our endeavours. However, your cycle bollard proposals to span the entrance of my yard to the dropped curb perimeters will not be wide enough for us to open our gates or receive deliveries (my vital deliveries less than 40 per year) which in effect will shut my business overnight.</p> <p>No direct consultation with my Company by your department is disconcerting and alarming.</p>	Negative	29/08/2019	<p>Many thanks for your recent correspondence regarding the Fratton-Hard Active Travel Corridor.</p> <p>I would like to firstly apologise for the consultation documentation that was sent to 229 Goldsmith Avenue having the incorrect addressee. The contact details that we hold on file will be updated accordingly.</p> <p>The scheme aims to improve safety and reduce the number of collisions involving pedestrians and cyclists through the provision of a physically segregated route from motorised vehicles.</p> <p>In response to the points you have raised, we can confirm that the type of segregation being used will not be placed where dropped curbs are situated. This is to allow full access to premises along the route.</p> <p>Additionally, the bollards being placed either side of dropped curbs are to prevent illegal parking and will be situated at a suitable location to permit access to premises.</p> <p>With regards to the opening of gates, under Section 153 of the Highways Act, "A door, gate or bar which is put up on any premises and opens on a street shall be so put up as not to open outwards...". The exception to this is where the Highways Authority has given consent.</p> <p>Having looked through the planning applications that apply to this site, I have not managed to locate an exception being granted.</p> <p>If you do have contrary evidence of this, please can this be supplied at your earliest convenience?</p> <p>I hope this provides some clarity in relation to this scheme. If you have any further questions, please do not hesitate to contact me.</p>	Look at barrier design & placement to not obstruct dropped-curbs.
005	CB	Hampshire Police	28/08/2019	<p>Thank-you for your e-mail and the attached plans. With apologies for the delay, our comments are as follows:</p> <p>We have strong reservations regarding the use of 'cycle defenders' which we feel could increase the risk of injury by causing a cyclist to fall or a pedestrian to trip. Their use may restrict the flow for cyclists when they come upon a slower rider; overtaking in such a restricted space could create risk to both riders and, as such may actually discourage faster, more confident cyclists from using the facility..</p> <p>Of course, the defenders can not be installed at the outer edge of an advisory cycle facility, so I am assuming the intention is to implement a solid line for the facility, which I believe needs a Traffic Regulation Order (this is not clear from the plans)?</p> <p>Design 1104-105 appears to show bicycle images on the carriageway inside the white zig-zag markings at a crossing. This is not permitted (TSRGD P472); the correct layout appears to be shown in Design 1104-102.</p> <p>Finally, we are unclear about Design 1104-001. Please would you confirm whether the cycle facility at this point leaves the carriageway to mount the footway? Also whether the drawing shows tactile paving continuing through the cycle facility?</p>	Negative	11/09/2019	<p>Many thanks for your correspondence regarding the Fratton-Hard Active Travel Corridor.</p> <p>The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend.</p> <p>In reference to the cycle lane defenders, they are intended to be in line with the current white lining. TRSGD 2016 stipulates that a TRO is no longer necessary for mandatory with-flow cycle lanes (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/782724/traffic-signs-manual-chapter-03.pdf).</p> <p>The previously attached drawing is an outline design for the scheme, with final design yet to commence. Your suggestions below have been noted, and will be looked at when final design is being completed.</p> <p>With regards to Design 1104-001, please can you clarify what section of Goldsmith Avenue you are referring to as I do not appear to have a file by that description.</p>	Look at safety implications for cycle defenders.
006	IS	The Cycle Forum	29/08/2019	<p>Thank you for the opportunity to respond to the consultation on plans to improve pedestrian and cycling facilities on Goldsmith Avenue. We know that our members feel very strongly about this route and we are pleased to see it prioritised for improvements.</p> <p>As you'll know, this road has a poor road safety record, and in addition, is perceived as a barrier to east to west cycling in the south of the City for commuters, school children and others. The on road painted cycle lane is constantly parked on by local business, forcing people riding further into the carriageway and into the path of a high flow of motorised traffic. We see this opportunity for improvement as vital to achieving a step change towards delivery of 'A City to Share'; our manifesto which was formally adopted by PCC in 2017.</p> <p>In the future, we would welcome the opportunity to be involved earlier in the design stages. We feel that this would help us to understand the issues faced by your engineers, and for us to provide a realistic user experience from our years of using these routes.</p> <p>As it stands, while we consider what was included in the drawing as an improvement on the current situation, we have a number of questions and clarifications included in our response before we can fully support the scheme as currently designed.</p>	Both Positive and Negative			<p>Amend drawings for initial section - space does not allow for Cycle Lane. Place Cycle Symbol in middle of carriageway, and deflection arrow at the start of the cycle lane.</p> <p>Will lane widths allow for 3m with a 1.5m cycle lane? (Manual for Streets 2 - Lanes wider than 3m are not necessary for most urban areas carrying mixed traffic).</p> <p>Yellow Box at T-Junction?</p>

007	TB	Byngs Autos	30/08/2019	As a business on Goldsmith Avenue, we have a small objection to the plans for bollards at our business entrance. We have recently applied to Andy McDuff from Colas Portsmouth to have our dropped kerb extended, to allow our customers an easier route to park off road at our vehicle repair workshop, so they are not left on the pavement. They have advised that we will require planning for this extended dropped kerb, and are working with us to organise these plans. We understand the need for this proposal, but the bollards will have a detrimental impact on our business, and the effectiveness of the proposed plans to other road users. We require access to be able to unload recovered vehicles, and with these bollards in place, we would have to block the road to be able to do this. Our garage has been here over 40 years and it feels of late, that commercial properties, are being pushed out by all recent plans. We hope you can work with us, to amend these plans slightly, for us to make our entrance a safer place for road users and customers alike.	Negative	11/09/2019	The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend. For further information regarding the timing of this meeting, please visit www.portsmouth.gov.uk and search for 'Traffic and Transportation Cabinet Meetings'. In response to the points you have raised, the bollards being placed are to prevent illegal parking along Goldsmith Avenue, as such they will be situated at a suitable location to permit access to premises. The drawings will be revised and amended where relevant to reflect this, and your comments will be taken on board during this process. I hope this provides some clarity, and if you have any further comments or questions, please do not hesitate to ask me.	Look at barrier design & placement to not obstruct dropped-curbs.
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RH	Portsmouth Friends of the Earth	Thank you for sending PFOE a copy of the proposed changes to Goldsmith Avenue for comment. A colleague, Sarah Coote, and I walked the route to have a look and these are our comments. I have copied Sarah into this email and if I have omitted anything I'm sure she will contact you separately. PFOE walked the route earlier this year and shared a report of our observations and recommendations concerning the routes walkability. I have attached a copy of the report, as many of the comments relate to this section of Goldsmith Avenue. It would be good to see more of our suggestions for improving walkability and disabled access implemented. Inset 1: Increasing the size of the bus stop so buses no longer block the carriage-way is helpful as this will improve traffic flow. Please note, when buses are at the bus stop for some time, cyclists have to leave the cycle lane and then pass in front of the bus to return to the cycle path and crossing. This can be alarming as the bus driver has a blind spot and could pull out without seeing a cyclist. Inset 2: We are pleased to see bollards at the entrance to the garage to prevent parking on the footway. We also welcome the raised entrances to Talbot Road and Francis Avenue. We recommend that these should be made continuous with the pedestrian surface and of a similar material and colour to signal that priority should be given to pedestrians. There is significant opportunity for planting and seating near the Talbot Road/Francis Avenue entrances, as per city's Green Infrastructure Strategy. It is very disappointing that the pavement width outside the new buildings (before garage and pelican crossing to station) remains so narrow, especially as it is so dangerously narrow on the opposite side of the road. This is an opportunity missed. We recommend that all new building developments should be required to demonstrate that they are enhancing nearby pedestrian and cycling infrastructure wherever possible. Inset 3: We welcome the new pedestrian crossing near to Lidl and would like further details. Is it to be a zebra crossing? Will it be safe?!! Inset 4: The pavement in front of the garage entrance should indicate to drivers that pedestrians have priority. This could be done by changing the height and colour so that it is the same as the nearby pavement. A new raised table at the entrance to Fernhurst Road will be great, as it should improve the camber which is currently too steep for wheel-chair users. On both our earlier walk, and this more recent recce, we observed that both cyclists and walkers found the contraflow cyclelanes confusing. Moving the small buildout to improve vehicle tracking is good. We assume that you are proposing to move the railing next to the cycle lane further out so that both cyclelanes are inside the railing. This seems a good plan. We recommend doing the same to the section of Inset 5 (see below) Inset 5: We suggest that the railing should be moved outside the cycle lane here too, and that the whole system should no longer be contraflow. This is clearly confusing cyclists who are cycling everywhich way, including on the pavement, wrong way on cycle lanes, etc because contraflows are counter intuitive. Pedestrians have no idea where to look for cyclists. Rest of route to traffic lights at Winter Road intersection: We are unclear whether this section will be considered at another time. We have a number of serious comments, please see attached report.	Both Positive and Negative
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008			02/08/2019				
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