

Title of meeting: Traffic and Transportation - Decision Meeting

Date of meeting: 17 October 2019

Subject: Fratton - Hard Active Travel Corridor

Report by: Tristan Samuels - Director of Regeneration

Wards affected: Fratton / Central Southsea / Milton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider responses to the public consultation on the proposal to implement a segregated cycle lane along with crossing point improvements, where feasible, along an approximate 900m stretch of the highway.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of the following:

- 2.1 A segregated cycle lane, where feasible (subject to available carriageway widths), between the junction with Haslemere Road/ Goldsmith Avenue and the eastern approach to Fratton Roundabout (Victoria Rd/ Fawcett Rd/ A2047/ Goldsmith Rd junction) to improve east to west connectivity for cyclist and pedestrians, across the city;**
- 2.2 Redesign of the Goldsmith/ Francis Avenue junction to a single access "T" junction, with associated pedestrian and cyclist infrastructure improvements (such as a shared space) to improve safety at this junction;**
- 2.3 Junction improvements at Haslemere Road, Francis Avenue, Talbot Road and Fernhurst Road;**
- 2.4 A new crossing point for pedestrians by Lidl.**

3. Background

- 3.1 Over 60 percent of adults in Portsmouth are either overweight or obese and around 40 percent of residents do not achieve the recommended weekly minimum of 150 minutes of moderate or vigorous activity. The introduction of a much-needed east to west cycling route across the city will support in reducing adult obesity by encouraging a mode shift towards active travel and an improved perception of safety for cyclists.
- 3.2 There have been 24 collisions involving cyclists and four involving pedestrians, from the junction of Haslemere Road/ Goldsmith Avenue to the eastern approach of the Fratton Roundabout junction, in the five-year period between 2013 and 2018. Of these, five were classified as "serious" and 23 were classified as "slight" collisions. This figure excludes those that occurred at the Fratton Roundabout junction itself. In addition to this, there have been six recorded near-miss incidences along this route, three of which occurred in a cycle lane.
- 3.3 The proposed scheme aims to improve safety and reduce the number of collisions involving pedestrians and cyclists, through the provision of a route that is physically segregated from motorised vehicles. The scheme will also look to improve safety at the junction with Goldsmith Avenue/ Frances Avenue where 33 percent of collisions involving cyclists occurred over the last five years (within the data collection area).
- 3.4 Due to the high rate of collisions recorded, and with the support of local ward councillors, a consultation was undertaken with statutory consultees, including local residents and businesses for the month of August 2019.
- 3.5 From the 82 consultees, 8 responses were received (a return of 10%). The breakdown of the results are as follows:
- Yes, I would support the scheme - 1 (12% of responses)
No, I would not support the scheme - 7 (88% of responses)
2 no. respondents replied that they would support the scheme if changes were made to the scheme, these are listed below.
- 3.6 Feedback received during the consultation raised concerns about the placement of cycle defenders and bollards at specific sites.
- 3.7 To address this concern the proposed scheme design has been amended to align defenders in a way that does not impeded access.

4. Reasons for recommendations

- 4.1 The measures intended on being implemented will:
- Improve lane discipline cyclists and other road users; and
 - Improve perception of safety for pedestrians and cyclists.
 - A reduce the number of casualties across the route and at adjoining junctions;

- Improve the perception of active travel, most notably to the safety of the network for east to west movements across the city;
- Allow for a greater number of pedestrians and cyclists being identified as utilising this corridor; and
- Promote a healthier population and make improvements to air quality in this area.

5. Equality impact assessment

- 5.1 The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled persons and the scheme will improve accessibility for all pedestrians, including those using wheelchairs and pushchairs.

6. Legal implications

- 6.1 Section 39 of the Road Traffic Act 1988 stipulates that each relevant authority has a statutory duty to take such measures as appear to the authority to be appropriate to prevent accidents.
- 6.2 Failure to carry out the above obligation could result in action being taken against the authority for breach of statutory duty. Providing a road safety service involves education, training and publicity which benefits road safety and enables the upholding of laws in relation to the safe use of the highway.
- 6.3 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 objectives of securing the expeditious movement of traffic on the authority's road network.
- 6.4 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.
- 6.5 A highway authority may construct a cycle track in or by the side of a highway maintainable at the public expense under the Highways Act 1980.
- 6.6 A highway authority may provide and maintain in a highway maintainable at public expense by them, which consists of or comprises a carriageway such works as they consider necessary for the purposes of safeguarding persons using the highway under the Highways Act 1980
- 6.7 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.

6.8 Before establishing, altering or removing a crossing the LTA shall:

- a) consult the local chief of police;
- b) give public notice of this proposal

7. Director of Finance's comments

7.1 The cost of works will be met from the Central Corridor capital scheme that is in the approved capital programme. Works amounting to £278,000 have already been spent from the original budget of £466,000.

7.2 The costs of the works recommended in this report will be met from the remaining £188,000 budget.

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Signed by:
Tristan Samuels - Director of Regeneration

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
Fratton to The Hard Interchange PID	\\dfs\ROOT\DIR\TES\TP\LTP\Schemes Information\LTP 18-19 schemes\21. Fratton to The Hard Interchange Active Travel Corridor\Project Management\Project Documents
Fratton to The Hard Interchange Response Review	W:\TES\COMMON\Traffic and Transportation Reports\2019 - 20 T&T Meetings\Oct 2019\Final Reports for Publication

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

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Signed by:
Councillor Lynne Stagg - Cabinet Member for Traffic and Transportation