

Key to costings;

| | |
|--------|-----|
| <£50k | £ |
| <£100k | ££ |
| <£200k | £££ |

| LTP Scheme | Cost £000's (LTP) | New, previously deferred, ongoing | Outline Description | Wards Affected | Implications of not undertaking scheme | LTP 3 Outcomes | | | | | | |
|---|-------------------------|--|---|-----------------|--|---------------------------------------|--|---|----------------------|------------------------|----------------------|------------------------|
| | | | | | | Reduced dependence on the private car | Improved awareness of different travel options | Improved journey time reliability for all modes | Improved road safety | Improved accessibility | Improved air quality | Higher quality of life |
| Raised Kerbs | £££ | Ongoing & Statutory function | Continuation of the current programme to raise the kerbs at all bus stops throughout the city in order to improve passengers' access onto and off buses to ensure virtually level access with a minimum gap between bus and footway, especially the disabled and people with buggies and young children. Portsmouth have been installing raised kerbs since 2007 and are in the top (3) local authorities in England that have completed the majority of raised kerbs and are on target for completion by 2015. It is a statutory requirement under The Disability Discrimination Act 1995 for all bus stop locations to have raised kerbs installed by 2015. | All | Failure to meet the statutory requirement to have all bus stops with raised kerbs by 2015, and inability to continue to provide inclusive mobility to the most vulnerable members of the community. | Y | Y | | | Y | | Y |
| Arundel Street - Fratton Road signal junction | £££ | New | Upgrade of old traffic signals to reduce congestion and delay and improve current pedestrian crossing provision. Kerb lines also to be amended to assist with current bus delays. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Charles Dickens | Would be unable to further promote active travel as increased waiting times acts as a barrier to walking and cycling in the city. | Y | Y | Y | Y | Y | Y | Y |
| Speed Reduction Measures | £££ | New | 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. | City-wide | Would be unable to react to public pressure and rising casualty/collision trends across the city in a timely manner. | Y | Y | Y | Y | Y | Y | Y |
| London Road Northern Parade | ££ | New | To construct physical traffic islands and implement possible traffic signal control within the junction to ensure compliance of the junction. To also ban the current U-turning traffic travelling south along London Road and performing the movement at the junction of Northern Road. This will reduce the number of collisions currently experienced within the area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Hilsea | High risk of vehicle collisions. | | Y | Y | Y | Y | Y | Y |
| Traveline | £ | Ongoing & Statutory function | To provide annual funding (jointly with all Local Transport authorities) to maintain and enhance comprehensive public transport information facilities through traveline south-west available nationally by telephone, internet and text messaging. | All | It is a legal requirement to contribute towards the overall costs of the operation of Traveline. | Y | Y | | | Y | Y | Y |
| Rights of Way signing | £ | Ongoing & Statutory function | We have a statutory requirement to sign the Rights Of Way in the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward | All | We will fail in out statutory duty | Y | Y | Y | Y | Y | Y | Y |
| Access for People with Disabilities | £ | Ongoing | To provide low cost measures throughout the city 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. | All | It is a requirement under the Disability Discrimination Act 1995, to maintain and enhance highway facilities to enable disabled people to cross the road more easily. | | | | | Y | | Y |
| Western Road Speed Reduction | £ | New | To reduce the existing 70mph speed limit on Western Road to 50mph from its junction with London Road/Hilsea Roundabout to the existing 40mph speed limit imposed at the Western Road/Southampton Road junction. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Cosham | Speed related road casualties will continue and police will be unable to efficiently enforce. | | | Y | Y | Y | Y | Y |
| Portsbridge Roundabout Spiral Markings | £ | New | To introduce spiral road markings within Portsbridge Roundabout to assist with traffic movements onto and off of the gyratory. Spiral markings removes the need for drivers to change lanes as the vehicle enters the roundabout within the identified lane that leads them to the correct exit. This will reduce the number of collisions due to side swipe incidents and rear end shunts. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Cosham/Hilsea | Will not be able to reduce the number of collisions due to side swipe incidents and rear end shunts. | | | Y | Y | Y | Y | Y |
| Western Road Cycle Improvements | £ | New | Cycle Improvements - 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. The improvement and promotion of cycling and walking connections 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 all areas of the City. Extend the existing 20mph zone from west of its junction with Upper Arundel Street to west of its junction with Holbrook Road Roundabout. To re-construct the existing pedestrian crossing, located east of Cottage View, as a raised crossing to reduce traffic speeds and enforce the 20mph limit. To also construct a raised table west of Landport Street as a traffic calming method within Arundel Street. To implement a cycle lane within the existing carriageway along Arundel Street, thus reducing the existing width of the carriageway and encouraging vehicles to reduce traffic speeds. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Cosham | Cyclists will still face barriers to a continuous safe route in the area. | | | Y | Y | Y | Y | Y |
| Arundel Street | £ | New | Extend the existing 20mph zone from west of its junction with Upper Arundel Street to west of its junction with Holbrook Road Roundabout. To re-construct the existing pedestrian crossing, located east of Cottage View, as a raised crossing to reduce traffic speeds and enforce the 20mph limit. To also construct a raised table west of Landport Street as a traffic calming method within Arundel Street. To implement a cycle lane within the existing carriageway along Arundel Street, thus reducing the existing width of the carriageway and encouraging vehicles to reduce traffic speeds. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Charles Dickens | Would be unable to reduce speed to increase safety of vulnerable road users particularly children accessing schools on Arundel Court. Would be unable to reduce speed to increase safety of vulnerable road users particularly children accessing schools. Traffic would not have the visual effect of road narrowing and not adhere to the reduced speed limit proposed on Arundel Street. Cyclists (particularly school age children) would not have a designated safe route in which to cycle which is required to reduce speed and encourage active travel in a safe manner. . | Y | Y | Y | Y | Y | Y | Y |
| Arundel Street, Fratton Road, Stamford Street and Clifton Street Cycle Improvements | £ | New | Increased awareness of cyclists on road at key junctions due to disproportionate high number of cyclist accidents at junctions in this area. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to the following Corporate Priorities: Protect and support our most vulnerable residents. | Charles Dickens | Road cyclist casualties would continue to rise. | Y | Y | Y | Y | Y | Y | Y |