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<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Meeting
<b>Subject:</b>	SEHRT Walk 80 and Route 801 and East West Active Travel Corridor Phase 2 & 3 - Proposed Improvements
<b>Date of meeting:</b>	Friday 18 <sup>th</sup> March 2022
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	St Thomas, Charles Dickens, Central Southsea

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**1. Requested by Cllr Stagg.**

**2. Purpose of report**

- 2.1 The purpose of this report is to provide a summary of the proposed measures designed to improve the walking and cycling environment, for information purposes, as well as to share the public consultation feedback, and communicate the next steps to be taken up until construction, which is due to take place later this year.
- 2.2 The South East Hampshire Rapid Transit (SEHRT) Walk 80 and Route 801, funded by the Transforming Cities Fund (TCF), and the East West Active Travel Corridor (EWATC) funded by Portsmouth's Local Transport Plan (LTP), are being developed between Fratton and City Centre, to provide active travel benefits for pedestrians and cyclists along this key route.
- 2.3 Proposed measures are intended to deliver a range of walking and cycling improvements including on and off-road cycle provision, improved crossing points and junction re-prioritisation, in line with the objective set out in LTP4.
- 2.4 A meeting was held on the 9<sup>th</sup> of February 2022 to brief the Deputy Leader and Portfolio Holder for Traffic and Transport on the results of the consultation and agree and confirm the next steps (detailed design).

**3. Background Information**

- 3.1 A range of possible walking and cycling improvement measures were considered and designed as part of these three schemes. A thorough analysis and design process was completed and included several site visits and observations, review of local incident data, internal consultation with PCC

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officers, Ward Councillors and the Cabinet Transport Portfolio Holder, external consultation through public consultation and stakeholder engagement.

- 3.2 Public consultation for each part of this walking and cycling network formed by SEHRT Walk 80 and Route 801 and EWATC Phase 2 and 3 was undertaken between December 5<sup>th</sup> 2021 and January 9<sup>th</sup> 2022.
- 3.3 A presentation was publicised and used for the purposes of the consultation. This included live online briefings hosted by PCC's Communications team and the schemes' project managers which were subsequently made available to discuss the schemes further and respond to any questions from the public in attendance.
- 3.4 The presentation slides used in these online briefings - which include an overview of the measures and locations being proposed across the schemes - are included as **Appendix A**.
- 3.5 A report has been prepared which summarises all consultation survey results from the more than 700 responses received. This report confirms that all but one of the proposed locations and measures have received majority support (either 'strongly support' or 'somewhat support') from the public.
- 3.6 The final public consultation survey results report is available on the 'Your City, Your Say' website and included as **Appendix B**.

*Note that the one measure to not receive majority support, a loading bay on Goldsmith Avenue, had 33% of respondents neither supporting or opposition, and 25% opposition and will be subject to further assessment, and as with the schemes as a whole, and will be subject to TRO process, providing further opportunity for public consultation.*

- 3.7 As well as the public consultation events, A mixture of face to face and online engagement meetings were arranged with key stakeholders. A list of these meetings is included as **Appendix C**.
- 3.8 Further opportunities, including through public notice advertisements and ongoing stakeholder engagement and communication platforms will assist in further informing the detailed design process and ensure all feedback is taken into account in the final design proposals. An overarching TRO and/or individual TROs will be applied for to cover the proposed measures, providing the public with an opportunity to comment and/or raise objections to any of the measures and their locations.



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- 3.9 Pedestrian and cycle traffic count surveys will be undertaken prior to construction for monitoring purposes, to be compared with follow up surveys after construction completion.
- 3.10 Outline designs and Road Safety Audits are currently being completed, with detailed design drawings set to be completed between now and June 2022.
- 3.11 Between March and June 2022 any decisions regarding recommended alterations to the schemes would be sought through Delegated Authority to the Transport Portfolio Holder, as recommended in this paper.
- 3.12 The project teams intend to return to T&T Committee in June 2022 to present the detailed designs and confirm any final changes to the proposal. In that meeting the teams will be seeking approval in order to progress to procurement and construction later in 2022.
- 3.13 As part of the detailed design process, the EWATC project team will work with other council project teams such as that for the Horatia and Leamington House replacements, identify further opportunities to work together to agree complementary measures.
- 3.14 These parts of the EWATC and SEHRT are planned to come forward together as one network for procurement and construction purposes, where possible, with construction planned for late summer/autumn 2022.
- 3.15 The locations of the schemes' routes are described below:
  - i. SEHRT Walk 80: Victoria Road North through to Canal Walk and Greetham Street via Sydenham Terrace
  - ii. SEHRT Route 801: Along Goldsmith Avenue from the Fratton Way roundabout through to the Fratton Road roundabout
  - iii. EWATC Phase 2: Victoria Road North through to Winston Churchill Avenue/Isambard Brunel Road roundabout via The Somerstown Hub
  - iv. EWATC Phase 3: Wellington Street through to Guildhall Walk/Winston Churchill Avenue junction (St Michael's Gyratory)
- 3.16 **Figure 1** identifies the schemes' network routing.

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*Figure 1 - EWATC & SEHRT Route 801 and Walk 80 (including other EWATC Phases 1 & part of 4)*

3.17 These transport projects aim to be joined up with other related projects to contribute to PCC's longer-term commitment to developing a fully connected network between Fratton and the City Centre and beyond. For EWATC this includes:

- i. EWATC Phase 1: also along Goldsmith Avenue with measures previously approved by T&T including a pedestrian signalised crossing and upgraded cycle lanes
- ii. EWATC 4: continuing the EWATC to join Winston Churchill Avenue through to The Hard (subject to funding)

3.18 SEHRT Walk 80 and Route 801 and EWATC Phase 2 and 3 measures proposed are as follows:

**Walk 80 walking and cycling improvements**

- Victoria Road North (outside Priory School) - new controlled toucan crossing
- Sydenham Terrace (west next to Fratton Bridge) - widened shared use footway, marked bi-directional cycleway, CCTV installation and improved lighting
- Sydenham Terrace (east joining Canal Walk) - new uncontrolled pedestrian crossing at junction.
- George House and Somers Road junction - new uncontrolled pedestrian crossing at junction.
- Carlisle Road/Somers Road junction - new Copenhagen Crossing
- Canal Walk - make temporary road closure permanent
- Bridgeside Close - improved junction arrangement including new uncontrolled pedestrian crossing
- Milford Road/Canal Walk junction - new Copenhagen Crossing

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- Railway View/Bridport Street/Canal Walk junction redesign
- Upper Arundel Street - new planting at build outs
- Greetham Street (south of Jacob's Ladder railway bridge) - Build out with planters to replace approx. 20m of on-street parking
- Dugald Drummond Street - improved uncontrolled pedestrian crossing
- Improved lighting and signage throughout.

### **Route 801 walking and cycling improvements**

- Goldsmith Avenue east of Fratton Way - upgrade from advisory to mandatory westbound cycle lane
- South Western Railway depot junction, Goldsmith Avenue - new Copenhagen Crossing
- Rifle Club, Goldsmith Avenue - new on-street loading bay
- Fratton Way roundabout (northeast corner) - rediverted off-road segregated cycle lane

*Note these measures are in addition to (and to complement) those previously approved by T&T Committee for Goldsmith Avenue as part of EWATC Phase 1, including a signalised pedestrian crossing, upgraded cycle lanes (made mandatory where currently advisory, with widening and straightening where possible). Other previously approved measures including a closure of Francis Avenue/Goldsmith Avenue junction are set to come forward as part of other LTP projects.*

### **EWATC Phase 2 and 3 walking and cycling improvements**

- Victoria Road North - new Tiger Crossing to replace pedestrian refuge island
- Bradford Road and Montgomerie Road - 'Quieter Route' road marking
- Winston Churchill Avenue (between Bradford Road and Somers Road) - segregated cycle lane on footway
- Blackfriars Road/Winston Churchill Avenue junction - new Copenhagen Crossing
- Winston Churchill Avenue - improvements to transitions for cyclists to join between footways and carriageways
- Somers Road/Winston Churchill Avenue - new Copenhagen Crossing
- Wellington Street - new 'Quieter Route' road marking
- St James's Road turning head and disabled parking bay redesign
- Winston Churchill Avenue (southside - St James's Road to Middle Street) - new 2-way cycleway on footway
- Winston Churchill Avenue pedestrian crossing - upgrade to controlled toucan crossing
- Middle Street/Winston Churchill Avenue junction - new Copenhagen Crossing

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- Winston Churchill Avenue (northside - pedestrian crossing point to Guildhall Walk junction) - new 2-way cycleway on footway including new 'Floating Bus Stop'

*Note one measure included within the consultation presentation; a quieter route from Somers Road through to Rivers Street and onwards to The Hub, as a replacement of cycle access to Aldwell Street alleyway, has been removed from the proposals, on review of the comments received and further consideration of possible alternative improvements to the condition of the alleyway for all users, being reviewed with colleagues in Parks, Housing, and the Design Group, with funding being sought from separate sources to the above schemes.*

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Signed by (Director)

**Appendices:**

A - SEHRT Cycling and Walking Schemes in Portsmouth

[SEHRT Cycling and Walking Schemes in Portsmouth](#)

B - Walking and Cycling Final Report

[Walking and Cycling Final Report](#)

C - Stakeholder Engagement List

[Stakeholder Engagement List](#)

**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