

Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 23 March 2023

Subject: Active Travel Improvements TRO 206/2022

Report by: Tristan Samuels, Director of Regeneration

Report author: Chi Sharpe, Active Travel Officer

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to gain approval from the Cabinet Member for Traffic and Transportation construction of the Active Travel Improvements advertised under Traffic Regulation Order 206/2022 in Isambard Brunel Road following a formal objection from the Portsmouth Cycle Forum.

2. Recommendations

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

- 2.1 **Approves the implementation of TRO 206/2022 for the introduction of the bus, taxi and cycle lanes and the revocation of the order, following formal consultation.**

3. Background

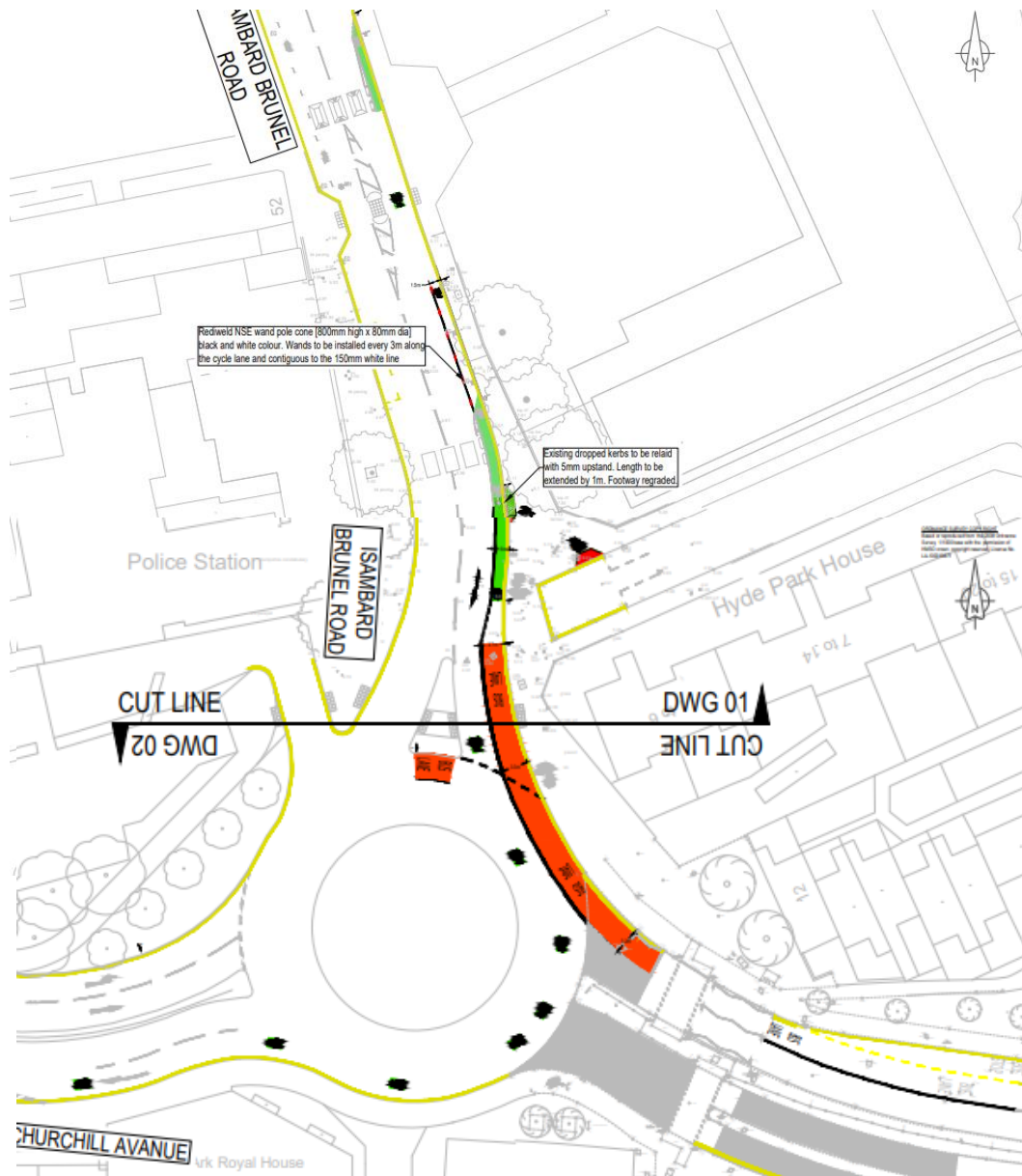
- 3.1 In December 2021 a report paper was presented to release funding for active travel improvements from Isambard Brunel Road leading to Elm Grove. These consisted of six steps (shown in appendix A) to improve cycling along this route. Steps one and two are addressed by the design which is outlined in appendix A.
- 3.2 Following approval to proceed, and during the feasibility design stage, it was found that revisions to the initial concept design would be required. In order to ensure the design was safe for all road users, along with conforming to [LTN1/20](#), the dropped

kerb on the roundabout and the path between Wellington Road and Waterloo Road have been removed.

- 3.3 Further study indicated that a modal filter at the junction of Winston Churchill Avenue/ St James Road, which is being picked up under the East West Active Travel Corridor, would be the most appropriate way to cross into the south of the city from Isambard Brunel Roundabout. Following consultation for the changes of parking in this location, if approved, the signage for this route will then be installed and complete steps 4, 5 and 6 of the staged process.
- 3.4 TRO 206/2022 was published on the 6th of December 2022 and can be found in Appendix C. The TRO received a formal objection from the Portsmouth Cycle Forum (PCF), a community action and advocacy group on behalf of cyclists in the city.
- 3.5 The proposed cycle lanes and infrastructure changes do not legally require a TRO to be installed and did not form part of the TRO consultation. TRO 206/2022 was published to gather feedback on the reintroduction of the bus lane and school zig zags which do require a TRO.

4. Isambard Brunel proposed design

- 4.1 The current proposals following a full Road Safety Audit and design feasibility are as follows:
1. Maintain the existing road markings in front of the school;
 2. Extend the dropped kerb to Hyde Park Road from 2 metres to 3 metres and reduces the kerb height from 25mm to 5mm;
 3. Introduce a new dropped kerb onto Hyde Park Road allowing cyclists to transition onto the road;
 4. Introduce a new bus lane which can be used by cyclists to turn left onto Winston Churchill Avenue; and
 5. Add cycle symbol TSRGD 1057 onto the roundabout for the following reasons: to alert other road users that cyclists should be expected at this location, to suggest a recommended line of travel for those travelling by bicycle, and to indicate the desired route for cyclists to take at this decision point.



4.2 It is important to note that the proposals are only part of this project. Parts 4, 5 and 6 from the original proposals will form part of the East West Active Travel Corridor, which will go through a full separate public consultation, following approval of the original report.

5 Portsmouth Cycle Forum objection

5.1 The information below outlines Portsmouth City Councils comments on the formal objection to TRO 206/2022 (Appendix B).

- 5.1.1 During the feasibility of the scheme, it was found that the proposed dropped kerb on the roundabout could not be accommodated and that the width of pathway between Wellington and Waterloo Road was too narrow to meet minimum requirements for shared use under LTN/120. After internal discussions the team looked at other solutions and it is now proposed that the St James Road cyclist only turn off which is being picked up under the East West Active Travel Corridor would be the most appropriate way to cross into the south of the city from Isambard Brunel Roundabout.
- 5.1.2 Other options for the Hyde Park Road were considered and removed because of the low return on improvement to the area. Portsmouth City Council have requested that their highways design engineers design and cost a preferred design suggested by the PCF. If this can be accommodated from a road safety perspective and there is sufficient budget, the council will look to implement the design proposed by the PCF. The council will advise the PCF on the outcome of that feasibility work. If the outcome shows that PCF's preferred solution is not viable, the council will move forward with the current proposal and monitor this location.
- 5.1.3 Although there is an overall desire for a segregated southbound lane, following feasibility study, it was identified that this would not be achievable given the current layout of the highway.
- 5.1.4 The original Traffic and Transportation decision did not include provision for a southbound or northbound lane. The point noted in this objection relating to double yellow lines and the impact that this will have on any potential loading along this stretch, has been acknowledged. As such, a decision has been made to retain the existing road markings outside of the school and no additional segregation will be used.
- 5.1.5 During the consultation for TRO 206/2022 it was found that the map provided for the TRO was out of date. When this was identified, the map was updated on the website and parties were informed of this change. Those who had provided a response to the TRO were given extra time to respond and make a representation or objection, to which the Portsmouth Cycle Forum have. The proposed cycle lanes and infrastructure changes do not legally require a TRO to be installed and as such didn't form part of this TRO consultation.
- 5.1.6 TTRO 206/2022 was published to gather feedback on the reintroduction of the bus lane and school zig zag removal which does require a TRO. A new process has been put in place to prevent old documentation from being published in future TRO publications.

6. Reasons for recommendations

- 6.1 Following the TRO consultation, it is recommended that the scheme is approved for implementation.
- 6.2 As the scheme has been through full design feasibility and a full road safety audit, the suggested improvements conform to the latest available guidance, ensuring they are suitable for all road users.
- 6.3 The design meets the overall aim of the project by providing safer and more accessible infrastructure for vulnerable road users, thus facilitating a modal shift, and improving the health and wellbeing of residents and visitors. Additionally, it seeks to reduce journey time for sustainable modes of transport, further reducing traffic congestion and improving air quality.
- 6.4 The Portsmouth Transport Strategy¹ has an overarching vision of providing a people centred transport network that focusses on walking, cycling and public transport by 2038. To work towards this strategic objective, it is essential that the cycling and walking infrastructure feels safe and is easy to use. Currently, commuters and utility cyclists face multiple stops and delays as they navigate the route, and it is not accessible for those using adapted or recumbent cycles. The proposed improvements will remove existing hazards and obstacles, making this section of the route more attractive to new and existing users.
- 6.5 The construction will be monitored pre and post construction to assess the suitability and success of the improvements which have been proposed.

7. Integrated impact assessment

A full integrated impact assessment is included within this report.

8. Legal implications

- 8.1 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 following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

¹ [Portsmouth Transport Strategy 2021-2038](#)



- 8.2 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.
- 8.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 8.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 8.5 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

9. Director of Finance's comments

- 9.1 The cost of these works will be funded from the Active Travel Improvement Fund 2021/22 budget within the Local Transport Plan (LTP) allocation in the approved capital programme.
- 9.2 The cost of around £33,000 will cover design, construction works and officer time associated with the scheme.

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Signed by:

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
Full Council 13 th October 2021 Local Transport Plan 4 adoption	https://democracy.portsmouth.gov.uk/documents/s34548/Cabinet%202022%20June%202021%20-%20LTP4%20report.pdf
LTN120	Cycle Infrastructure Design (publishing.service.gov.uk)

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

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Signed by: