

<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	16 March 2017
<b>Subject:</b>	Local Transport Plan 3 - Implementation Plan 2017/18
<b>Report by:</b>	Director for Transport, Environment and Business Support
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## **1. Purpose of report**

- 1.1 Following full Council agreement of the capital budget for 2017/18 on 14 February 2017, this report seeks approval for the Local Transport Plan 3 (LTP3) Implementation Plan 2017/18. Additionally it details how the approved budget for the LTP3 programme (£1.43M), the eastern corridor road link improvements (£500k over three years) and the improvements to neighbourhood living and street environment (£200k over two years) will be apportioned.

## **2. Recommendations**

**It is recommended that the Cabinet Member:**

- 2.1 **Approves the LTP3 Implementation Plan, eastern corridor road link improvements and the improvements to neighbourhood living and street environment.**
- 2.2 **Delegates authority to the Director for Transport, Environment and Business Support in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and policy announcements.**

## **3. Background**

- 3.1 The Local Transport Plan 3 (LTP3) Joint South Hampshire Strategy 2011-2031 was approved by Full Council on 25 January 2011 along with the Implementation plan 2011-12, which came into effect on the 1 April 2011. The adoption of a Local Transport Plan is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local

Transport Plans, including the opportunity for neighbouring authorities to jointly develop their LTP3, but stipulated that the LTP must include two key elements:

- Strategy (containing a set of policies)
- Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).

- 3.2 A one year Implementation Plan Delivery Programme has been developed for 2017/18, demonstrating how the Council will deliver against the outcomes of the LTP3 Strategy.
- 3.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is no longer ring-fenced, it is not considered to be possible to provide a confirmed 3 year Implementation Plan.
- 3.4 A scheme selection prioritisation process has been developed through which schemes are assessed against their contribution to locally agreed priorities (including LTP3 and the PCC Corporate Plan), before being assessed for their deliverability. Professional judgement is used to ensure an appropriate package of schemes is established, ensuring contribution to each of the policy areas, and a balanced geographical spread.
- 3.5 With overall programme approval, consultation will then be undertaken on a scheme by scheme basis as appropriate to ensure that full stakeholder engagement is achieved for the programme.
- 3.6 All schemes will be aligned as much as far as reasonably practicable with the PFI contractor's (Ensign) life cycle replacement programme. This will reduce the cost to the Council and reduce disruption for road users.
- 3.7 The eastern corridor road link improvements comprises both feasibility and construction schemes that aim to reduce congestion for all road users and to encourage sustainable forms of transport. The total value of this scheme is £500,000 that will be profiled over three years.
- 3.8 The improvements to neighbourhood living and street environment scheme will lead to better use of 'fence to fence' space and improved access arrangements for pedestrians, cyclists and motor vehicles across the city.

#### **4. Reasons for recommendations**

- 4.1 The adoption of the LTP3 by April 2017 is a statutory requirement.

#### **5. Equality impact assessment**

- 5.1 An equality impact assessment is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:

- The LTP3 is a statutory requirement of the Local Transport Act 2008. There is a requirement for the LTP to have a strategy and an implementation plan.
- The LTP3 Implementation Plan contains a list of capital schemes. A preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.
- The LTP3 is a wide reaching document, therefore completing an EIA as a whole would not produce any meaningful results or indications of impacts regarding different protected characteristics, although the LTP programme does not generally impact negatively or positively on disability, age and maternity and pregnancy.

## **6. Legal implications**

- 6.1 There is a statutory duty to ensure that PCC has an up to date LTP policy. Further the Local Transport Act 2008 requires that an LTP contains an implementation plan to deliver the strategy.
- 6.2 The legal basis for the development of the Local Transport Plan has been dealt with in the body of the report. As stated the plan is required to show both Strategy and Implementation although clearly the latter will need to reflect the work to be carried out as this does.
- 6.3 Therefore the proposal is in accord with the statutory requirements of the relevant legislation.

## **7. Director of Finance's comments**

- 7.1 The Capital Programme 2017/18 sets out the corporate resources to be allocated to the Local Transport Plan for 2017/18 (LTP3). In 2017/18 there will be £480k of remaining funds, as approved to be spent on previous years schemes, with an additional £1.43M of new funding agreed to be allocated to LTP3 (as per Appendix A) which will drive PCC to deliver those schemes that will benefit the city's residents, workers and visitors. Additionally, £500k over three years will be allocated to the Eastern Road Corridor road link and £200k over two years will be allocated to the Improvements to neighbourhood living and street environment scheme.
- 7.2 Appendix A sets out the forecast costs of the schemes. These forecasts will be revised as full project initiation documents (PIDs) are created for each scheme. This may mean that costs are increased or reduced. Potentially some schemes may have to be deleted or amended and likewise there is the possibility for new schemes to be added if costs are reduced. The recommendation as set out in 2.2 will allow decisions to amend, delete or add schemes to be made without recourse to Full Council whilst ensuring that the Director of Transport and Environment and Business Support, the Cabinet Member for Traffic and Transportation and the S151 Officer are satisfied that any changes made meet the requirements of the Local Transport Plan aspirations and remain within the total budget.

7.3 All scheme costs estimates are total costs based on a whole life costing basis to ensure that sufficient monies are set aside to meet all internal and external costs in the first instance. The costs also allow for the on-going maintenance costs of the new schemes.

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Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Appendices:**  
Appendix A - LTP3 2017/18 Implementation plan

**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

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

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation



**Appendix A - Local Transport Plan 3 - Implementation Plan 2017/18 and Eastern Road Corridor road link Improvements and Improvements to neighbourhood living and street environment schemes**

Programme	Group name	Scheme name	Scheme overview	Ward
LTP3 2017/18	Access for People with Disabilities	Access for People with Disabilities	To provide low cost measures citywide where improvements to the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.	All wards
LTP3 2017/18	Road Safety Schemes	Speed Reduction Schemes	The aims of this project is to be responsive to residents' speeding concerns, 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. Speed reducing measures may take the form of raised tables, speed cushions or junction treatments including build-outs and coloured markings/hatching.	All wards
		Safer Routes to School area-wide programme	This funding has been identified to support a bid to the DfT Access Fund for £1.5m over 3 years. This fund allows reactive works on school routes as issues are identified by residents and Councillors. It can include but is not limited to the installation of bollards, zebrite beacons, barriers, signage and dropped-kerbs.	All wards
		Portsdown Hill Rd Viewpoint Junction Improvements	The recent 3 year period 01/07/13 to 30/06/16 shows 12 total (1 fatal and 6 serious) collisions, 6 of which were motorcycle collisions. This scheme aims to improve the visibility of the entrance to the Viewpoint Car Park along Portsdown Hill Road to approaching motorists. This will be achieved by improving the existing signage, implementing coloured surfacing to highlight the approaching junction and installing countdown markers/rumble strips on each of the approaches to the entrance to advise road users of the potential conflicting traffic manoeuvres within the vicinity.	Cosham
		Highland Rd roundabout	Cromwell Rd/Henderson Rd Roundabout has previously experienced a high level of cycle casualties. This scheme is designed to build-out existing kerb lines and central island to create deflection, reducing approach speeds and segregate the bus lane. Surfacing and lining could also be utilised to highlight to drivers the likelihood of cyclists on the roundabout, and consideration will be given to the implementation of a segregated cycle lane.	Eastney and Craneswater
LTP3 2017/18	Road Safety Schemes	Fort Cumberland Road VAS	Installation of a Vehicle Activated Sign in Fort Cumberland Rd. Traffic surveys showed it had the second highest speed of 20mph limit roads surveyed.	Eastney and Craneswater



		Elkstone Road Traffic Calming	To improve the layout of Elkstone Road and implement traffic calming measures to reduce speeds of traffic travelling through the area from its junction with Leominster Road to its junction with Allaway Avenue. These would consist of reducing the carriageway width and implementing speed cushions and raised tables.	Pausigrove
<b>LTP3 2017/18</b>	<b>Pedestrian Crossings</b>	Gladys Avenue crossing at Stubbington Ave Roundabout	Improvements to pedestrian island crossing point which has poor visibility and direction of travel for pedestrians.	Nelson / Hilsea
		Havant Rd / Lower Farlington	Provide a new safe crossing and improvements to the layout at Havant Rd/ Lower Farlington Rd. Havant Road is very busy and is difficult to cross during peak times. The nearest safe crossing point for residents living around St. Andrew/Havant Rd is at Eastern Rd/Galt Rd junction which is a 10 minute walk each way for people with children.	Drayton & Farlington
		Albert Road / Festing Road Junction - Pedestrian Safety Improvements	Following several pedestrian casualties at this junction (recent 3 year period 01/07/13 to 30/06/16 shows a total of 4 collisions (3 serious) with 3 being pedestrians and 1 pedal cycle) improvements can be implemented to assist with the uncontrolled crossing. These could include building out of existing kerb lines to reduce vehicle speeds entering/exiting the junction, extending the pedestrian island in length and implementing guard railing outside of the public house entrances to guide pedestrians to crossing facilities.	Central Southsea / Eastney and Craneswater
		London Road University Technology College (UTC) Crossing	Improved crossing facilities on London Road south of the entrance to Trafalgar School and the new University Technical College. It is on the walking route to Gatcombe Primary school, and provides access to the southbound bus stop. There are four lanes of traffic to cross at this point which is a current School Crossing Patrol site.	Hilsea
<b>LTP3 2017/18</b>	<b>Active Travel Schemes</b>	Rights of Way Signage	PCC has a statutory requirement to sign Rights Of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.	All wards
		Active Travel Improvements	This funding has been identified as match funding for the DfT Access Fund bid. Small-scale infrastructure improvements (such as cycle parking, signage and lining) and public realm enhancements across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling.	All wards



<b>LTP3 2017/18</b>	<b>Active Travel Schemes</b>	London Rd to Peronne Rd Cycle Route	Old London Rd/London Rd Gyratory Junction - The Gyratory and London Rd/Northern Parade Junction are high cycle casualty sites (numbers 8 and 4 based on recent data) which lead into the Portsbridge Roundabout. This scheme will provide a convenient alternative route to using all three of those junctions. Install a shared cycle route in London Rd at the junction with Curtis Mead. This route will take cyclists around the eastern side of the gyratory on the pavement and link in with the Peronne Rd A27 bridge into Cosham.	Hilsea
		Stubbington Avenue / London Road Roundabout - Pedestrian/cycle improvements	To improve the layout of the existing roundabout by introducing improved pedestrian movements with future consideration for cycle facilities. This will consist of building out existing kerb lines and central islands. The effect of this style of roundabout is to force motorists to choose their final exit before entering the junction. By reducing weaving around, and increasing the predictability of the final destination, there is a reduction in potential conflict points.	Nelson / Hilsea
		London Road/London Avenue Junction Improvement	To improve the existing junction layout at London Road/London Avenue. This would be achieved by providing a large kerbed build-out at the southern side of London Avenue and providing 'No Entry' markings on the carriageway along with the arrowhead directions road markings at the junction to create a single lane exit.	
		Signing and Lining	City-wide need to address minor issues on the highway network that can be remedied through the inclusion of signing and lining to improve visible presence, slow speeds or provide direction assistance.	All wards
<b>LTP3 2017/18</b>	<b>Traffic Signals Schemes</b>	Data Platform	This funding has been identified as match funding for the DfT C-ITS Bid to develop a data platform creating a decision support system to minimise the impact of congestion within Portsmouth, and relay real time information to vehicles.	All wards
		Variable Message Signs	The provision of 2 additional digital Variable Message Signs (VMS) will allow accurate and 'live' traffic information to be displayed on street in key strategic locations (central reservation of Mile End Roundabout, and M275 flyover before the Mile End Roundabout). Motorists will be provided with information to make informed decisions on their route in the event of incidents on the network. Two redundant VMS and their related infrastructure will also be removed as part of this scheme.	All wards
		Upgrade and reconfiguration of Traffic Signal controllers	The scheme seeks to modernise and upgrade existing traffic signal infrastructure at key locations throughout the city, improving the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network. Much of the existing infrastructure is operating through out-dated technology leading to unnecessary delays to journey times. This will significantly reduce the maintenance cost and power savings.	All wards





<b>LTP3 2017/18</b>	<b>Public Transport Schemes</b>	Traveline	Provision of annual funding (jointly with all Local Transport Authorities) to maintain and enhance comprehensive public transport information facilities through Traveline an online and telephone journey planning service.	All wards
		Bus Stop Infrastructure	Small scale improvements to infrastructure as identified by public transport operators and members of the public and priority tasks to enable ease of travelling by bus.	All wards
<b>Eastern Road Corridor road link improvements</b>		<p>Improvements to Eastern Road corridor that will be supported and evidenced through feasibility studies including traffic congestion and vehicle flow studies. We will also work with Highways England to complement any work they have planned for A27</p> <p>The work will include potential widening of the corridor, improvements to junctions including splays onto the A27, signage, public transportation.</p> <p>The outputs will comprise improved and sustainable transport choices, improved air quality, reduced noise, travel time and congestion leading to increased productivity which in turn, supports growth of the city.</p>		Drayton & Farlington, Copnor, Baffins, Milton, Eastney and Craneswater
<b>Improvements to neighbourhood living and street environment</b>		<p>Funding will enable the construction of neighbourhood and street improvements and will lead to better use of 'fence to fence' space and improved access arrangements for pedestrians, cyclists and motor vehicles across the city.</p> <p>Types of improvements include an extension of the successful verge hardening schemes, dragon's teeth and kerb realignment to improve access for emergency vehicles and schemes that better segregate parking and clear-ways for pedestrians and wheel chair users.</p>		All wards