



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 14 MARCH 2019 AT 10.00 AM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057
Email: joanne.wildsmith@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative
Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

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Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 **Apologies**
- 2 **Declarations of Members' Interests**
- 3 **Local Transport Plan 3 - Implementation Plan 2019/20 (Pages 3 - 10)**

The purpose of the report by the Director of Regeneration is to seek approval for the Local Transport Plan 3 (LTP 3) Implementation Plan 2019/20. £650,000 funding was agreed for the 2019/20 LTP3 Implementation Plan by Full Council on 12 February 2019 as part of the council's 2019/20 Capital Programme. This report details the proposed programme of schemes to be carried out.

RECOMMENDED that:

- (1) The attached LTP3 2019/20 Implementation Plan is adopted;**
- (2) Authority is delegated to the Director of Regeneration 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) It is noted that an update to the Local Transport Plan is currently being undertaken to outline how transport can address and respond to the challenges being faced by the city.**

4 Transforming Cities Fund and South East Hampshire Rapid Transit (Pages 11 - 16)

The report by the Director of Regeneration provides an update on progress made with the Department for Transport's Transforming Cities Fund and recommends that arrangements are put in place to enable joint working with Hampshire County Council on the development and delivery of schemes.

RECOMMENDED that

- (1) Progress on Tranche 1 of the Transforming Cities Fund bid for Portsmouth and the wider South East Hampshire Region is noted, with a further report on the programme, detailing progress towards Tranche 2 to be provided following further Government announcements;**
- (2) Authority be delegated to the Director of Regeneration, in consultation with the Cabinet Member for Traffic and Transportation and S151 Officer, to agree contractual and other arrangements as necessary to facilitate joint working to develop a Strategic Outline Business Case for the Transforming Cities Fund with Hampshire County Council.**

5 Demand Responsive Transport (information report) (Pages 17 - 20)

The report by the Director of Community & Communication outlines the work currently underway to support the provision of people-centred transport options, which will encourage independence for those whom access to public transport is limited due to a disability.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item:

Decision maker: Cabinet Member for Traffic and Transportation
14 March 2019

Subject: Local Transport Plan 3 - Implementation Plan 2019/20

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key Decision No

1 Purpose of report

- 1.1 The purpose of this report is to seek approval for the Local Transport Plan 3 (LTP 3) Implementation Plan 2019/20. £650,000 funding was agreed for the 2019/20 LTP3 Implementation Plan by Full Council on 12 February 2019 as part of the council's 2019/20 Capital Programme. This report details the proposed programme of schemes to be carried out.

2 Recommendations

It is recommended that:

- 2.1 **The attached LTP3 2019/20 Implementation Plan is adopted;**
- 2.2 **Authority is delegated to the Director of Regeneration 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.**
- 2.3 **It is noted that an update to the Local Transport Plan is currently being undertaken to outline how transport can address and respond to the challenges being faced by the city.**

3 Background

- 3.1 The adoption of a Local Transport Plan (LTP) 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 contain two key elements:

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

3.2 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.

3.3 The current 2018/19 implementation plan was adopted by the Cabinet Member for Traffic and Transportation at the meeting on 13th March 2018.

3.4 Alongside the proposed implementation plan, a range of complementary workstreams are currently underway, contributing to the delivery of a travel system that is greener, cleaner and safer for all. Workstreams include:

- Introducing electric vehicle charging points on-street and in Portsmouth City Council owned car parks;
- Retrofitting over 100 local buses using the Western Corridor to Euro VI standards, removing dangerous chemicals from exhaust fumes;
- Expanding sustainable alternatives to the car with the trialling of a new Park & Ride route, PR2, and bus routes;
- Investigation of new city bus depot;
- Managing finite parking capacity fairly, with residential parking zones and a rolling programme of consultation, so residents can decide what is right for their area;
- Development of the South East Hampshire Rapid Transit funding bid, to the Department for Transport's Transforming Cities Fund.

3.5 An update to the Local Transport Plan is currently being undertaken to outline how transport can address and respond to the challenges being faced by the city.

3.6 This work has been approved by the Cabinet Member for Traffic and Transportation and a budget provision has been allocated to fund this piece of work

3.7 In collaboration with our colleagues from across the city and sub-region, complementary policies are being revised.

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4 Implementation Plan

4.1 Along with a long term strategy, the LTP3 is required to include an Implementation Plan which sets out the proposals for the delivery of the policies outlined within the Strategy.

4.2 A one year Implementation Plan has been developed for 2019/20, demonstrating how PCC will deliver against the outcomes of the LTP3 Strategy.

- 4.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is not ring-fenced, it is not considered possible to provide a confirmed 3 year Implementation Plan.
- 4.4 A scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (LTP3 and the PCC Corporate Plan), before being assessed for their deliverability under the LTP. Professional expertise and 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.
- 4.5 The LTP Implementation Plan includes 3 schemes which PCC has a statutory duty to deliver: Access for people with disabilities, Traveline and Rights of Way.
- 4.6 The following schemes aim to improve transport links and promote local growth and have been committed as match funding, for the Department for Transport's (Tranche 1) Transforming Cities Fund. If successful, this commitment will release further central government funding to develop and implement initiatives that meet the aims of the Local Transport Plan:
- Traffic Signal Improvements (various Citywide)
 - Real Time Public Transport Improvements (RTPI) and QR Improvements
 - City-wide Early Release Low Level Cycle Signals

5 Next Steps

- 5.1 Following approval of the Implementation Plan, consultation will be initiated on a scheme by scheme basis, as required, to ensure that full stakeholder engagement is achieved for the programme.
- 5.2 All schemes will be aligned as much as reasonably practicable with the PFI contractor's (Ensign) Life Cycle Replacement (LCR) programme. This will reduce the cost to the Council and reduce disruption for road users.

6 Reasons for recommendations

- 6.1 Following the recent allocation of funding for the 19/20 LTP 3 Implementation Plan by Full Council , the programme of schemes to be delivered can now be proposed for the 2019/20 Implementation Plan
- 6.2 Adoption of the LTP3 by April 2019 is a statutory requirement.

7 Equality impact assessment (EIA)

- 7.1 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, race and pregnancy.

8 Head of legal services' comments

- 8.1 As explained in the body of the report, the Council has a statutory duty under Sections 108 and 109 of the Transport Act 2000 ("the Act") (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan containing its policies for the purposes above and its proposals for the implementation of those policies.
- 8.2 For the purposes of this statutory duty, "transport" means:
- (a) the transport required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area, and*
- (b) the transport required for the transportation of freight;*
- and includes facilities and services for pedestrians.*
- 8.3 There is a duty under Section 109 of the Act to keep the local transport plan under review and in doing so to consult with the Secretary of State, operators of any network or station, or any railway services, and operators or providers of other transport services in their area.
- 8.4 As soon as practicable after making any alteration to the plan, the authority must publish the plan as altered in such manner as it thinks fit and send a copy to the Secretary of State.

9 Director of Finance's comments

- 9.1 The Capital Programme 2019/20 was approved by Full Council on 12th February 2019 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. Approval was obtained to allocate £650,000.
- 9.2 This report seeks approval to allocate the £650,000 across the areas detailed in Appendix A, which aim to deliver the schemes that will best benefit the city's residents, workers and visitors.
- 9.3 The report also recommends that authority be delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the LTP programme that continue to meet the requirements of the Local Transport Plan aspirations, whilst remaining within the overall approved allocated budget of £650,000.

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Signed by:
Tristan Samuels
Director of Regeneration

Appendices:

Appendix A – LTP3 2019/20 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 |
|--|---|
| Transport Act 2000 | http://www.legislation.gov.uk/ukpga/2000/38/contents |
| LTP3 Implementation Plan Report to the Cabinet Member for Traffic and Transportation 13 th March 2018 | https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MID=3951#AI9427 |

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

.....
 Signed by:

Appendix A - Local Transport Plan 3 - Implementation Plan 2019/20

| Programme | Group name | Scheme name | Scheme overview | Ward |
|-----------------|--|---|---|----------------------|
| LTP3 2019/20 | 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 2019/20 | Road Safety Schemes | Speed Reduction Measures | The aims of this programme are to be responsive to residents' and Councillors 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 reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching. | All wards |
| | | School Crossing Patrol Infrastructure | Infrastructure to bring sites up to specification | All wards |
| | | Guildhall Walk / Alec Rose Lane | Junction improvements to reduce speeds and increase visibility as this is a high casualty site for pedestrians and cyclists. | Charles Dickens Ward |
| | | Milton Rd / Priory Crescent Junction / crossing improvement | Junction improvements to increase visibility and build cycle lanes as this is a high casualty site. | Milton Ward |
| LTP3 2019/20 | Network Enhancement Schemes | Zebrites | Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings and are especially effective at crossings that experience vehicles not stopping for pedestrians. The Zebrite beacons draw attention to the crossing thus making it more likely that a pedestrian waiting to cross will be seen and therefore road safety is improved. | All wards |
| | | Road Markings and Directional Signage | Remediation of minor issues on the city's highway network as and when identified and assessed that improvements can be made by utilising signing and lining to improve visible presence, slow traffic speeds or provide direction assistance. | All wards |

| | | | | |
|-----------------|---------------------------------|---|--|-----------|
| LTP3 2019/20 | Active Travel Schemes | Rights of Way | 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 |
| LTP3 2019/20 | Public Transport Schemes | Real Time Public Transport (RTPI) and QR Improvements | This project will be delivered throughout the passenger transport network of Portsmouth extending and enhancing the current RTPI provision. The primary focus will be along major bus corridors and interchange points. The project will be a mix of standard bus shelter units, summary displays and new technology provision such as the E-ink displays. | All wards |
| | | 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 |
| LTP3 2019/20 | Traffic Signals Schemes | City-wide Early Release Low Level Cycle Signals | Implementation of early release cycle signals to improve cycle safety at junctions and promote active travel. | All wards |
| | | Traffic Signal Improvements (various Citywide) | Improvements to traffic signal and controllers at various sites as issues are identified to match changing traffic patterns. | All wards |

Agenda Item 4

Agenda item:

| | |
|------------------------|--|
| Decision maker: | Cabinet Member for Traffic and Transportation 14 March 2019 |
| Subject: | South East Hampshire Rapid Transit - Transforming Cities Fund |
| Report by: | Tristan Samuels, Director of Regeneration |
| Wards affected: | All |
| Key Decision | No |

1. Purpose of report

- 1.1 To provide an update on progress made with the Department for Transport's Transforming Cities Fund and recommends that arrangements are put in place to enable joint working with Hampshire County Council on the development and delivery of schemes.

2. Recommendations

It is recommended that:

- 2.1 **Progress on Tranche 1 of the Transforming Cities Fund bid for Portsmouth and the wider South East Hampshire Region is noted, with a further report on the programme, detailing progress towards Tranche 2 to be provided following further Government announcements;**
- 2.2 **Authority be delegated to the Director of Regeneration, in consultation with the Cabinet Member for Traffic and Transportation and S151 Officer, to agree contractual and other arrangements as necessary to facilitate joint working to develop a Strategic Outline Business Case for the Transforming Cities Fund with Hampshire County Council.**

3. Background

- 3.1 Portsmouth City Council and Hampshire County Council have successfully submitted a stage 1 bid to the Department for Transport's Transforming Cities Fund for a mass transit scheme within the Portsmouth City region. This bid is part of an ambition to deliver sustainable communities, spread prosperity and increase productivity by improving connectivity between where people live and work through the delivery of a transformational mass transit network.
- 3.2 Portsmouth City Council was one of twelve successful local authorities to be shortlisted to benefit from the government's Transforming Cities Fund. By

progressing to the next stage of the funding process, Portsmouth, working in partnership with Hampshire County Council, will now have an opportunity to bid for a share of £1.28 billion capital, to deliver this critical infrastructure for Portsmouth and the wider Solent area.

- 3.3 The Department for Transport released two waves of funding for the Transforming Cities Fund. First, there is an opportunity for the initial 10 shortlisted cities to bid for 'quick wins' - projects that can begin in the financial year 2018/19 and support the overall bid.
- 3.4 The Portsmouth and South East Hampshire City Region business cases were submitted on 4 January 2019, and can be found through this [link](#): Portsmouth City Region TCF
- 3.5 The Department for Transport's Transforming Cities Fund (TCF) forms part of the Government's National Productivity Infrastructure Fund (NPIF) and Industrial Strategy. The aim of the fund is to improve productivity by improving connectivity within city regions with a working day population in excess of 200,000; specifically connecting city centres to suburbs. Setting aside separate arrangements for cities under mayoral jurisdiction and taking into account enhancements announced in the Autumn budget, the TCF comprises £1.28 billion capital, available for 12 city regions to be spent between 2018/19 and 2022/23. This is broken down into Tranche 1 (up to £60 million) available for spend on 'early wins' commencing in 2018/19, and Tranche 2 (the remainder), subject to co-development and submission of a draft Strategic Outline Business Case by 20 June 2019, to be finalised by 28 November 2019.
- 3.6 Further information on the Government's ambition for TCF was published on 13 February 2019 and can be found at this [link](#).
- 3.7 Acceptance onto the Transforming Cities Fund programme represents a very significant opportunity for the City Council to enhance public transport, and pedestrian and cycle facilities, and to encourage sustainable access to existing and future planned development. In addition to the potential for accessing TCF funding, these opportunities also require partnership working with the bus operators and other stakeholders that have the potential to leverage significant additional investment (such as enhanced vehicle fleets) that could provide important and necessary local contributions.
- 3.8 For the Portsmouth city region, the bid was joint and is supported by joint governance arrangements established by the city and county councils to develop the South East Hampshire Rapid Transit (SEHRT) proposals.
- 3.9 It will be necessary for the City Council to develop joint working arrangements with the respective city councils to ensure that local resources are shared on an equitable basis.
- 3.10 Both Portsmouth and Fareham are subject to Ministerial Directives to undertake Full Business Cases addressing air quality exceedances. The South East Hampshire Rapid Transit (SEHRT) proposals are being developed in conjunction with the Air Quality Local Plans, ensuring complementary measures where possible. Some of the

worst air quality issues occur on the proposed SEHRT corridors. Investment in SEHRT will deliver significant improvements to air quality through better traffic flow, mode shift and low emission buses.

- 3.11 Complementary active travel corridors to connect wider communities to the SEHRT will also be developed as part of the Transforming Cities Funding proposals and the emerging Portsmouth Local Cycling and Walking Infrastructure Plan

Tranche 1 submissions

- 3.12 Following publication of guidance by DfT in December for Tranche 1 'early wins', a bid was submitted for the Portsmouth city region on 4 January 2019. Details of each bid can be found at the following [links](#). In summary, the elements of each bid that relate to Portsmouth comprise:

- Further deployment of real time information at bus stops on bus corridors in across the city; and
- Upgrade of three key junctions including:

- 3.13 It is expected that an announcement will be made by DfT on funding allocations for Tranche 1 bids in March this year. However, it should be noted that the funding requirements are likely to include a commitment to spend during this financial year.

Tranche 2 Submissions

- 3.14 Even in advance of guidance from the DfT on the form and timing of the Strategic Outline Business Case submission for Tranche 2, development work was being progressed by the City Council, in collaboration with Hampshire County Council. The guidance, published on 13 February 2019, sets out the requirements for a draft Strategic Outline Business Case to be submitted by 20 June 2019, followed by a finalised Strategic Outline Business Case by 28 November 2019.

4. Reasons for recommendations

- 4.1 For the Portsmouth City Region, the proposal is to develop the South East Hampshire Rapid Transit (SEHRT) network, building on the success of the existing Eclipse busway, the Star corridor linking Portsmouth to Waterlooville, the Tipner Park and Ride facility and The Hard interchange. The network will provide facilities for bus-based rapid transit on corridors into the city centre from Gosport, Fareham, Waterlooville, Havant and Cosham. Significantly, the proposal also includes improved bus interchange with waterborne and other forms of public transport, including at Gosport ferry terminal, The Hard, Clarence Pier, and at Ryde Esplanade, Isle of Wight.
- 4.2 The work to support the TCF bid comprises the development of infrastructure packages based upon the rapid transit corridors identified in Appendix 1. The purpose of providing a robust basis for the Strategic Outline Business Case submission is essential to understand the present-day costs and risks within the context of the TCF requirement.

- 4.3 The aim is to ensure that rapid transit is easily recognisable to customers, irrespective of whether the location is inside or outside the city boundary and irrespective of the service operator.
- 4.4 Whilst the focus of the work packages will be to identify opportunities for bus rapid transit measures, they will also need to address existing transport issues such as road safety, highway capacity, local bus access, provision for pedestrians, cyclists and local access, as well as future development need.

5. Equality impact assessment (EIA)

- 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 reason:
- The Transforming Cities Fund bid will contain a list of capital schemes. If the bid is successful, a preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.

6. Head of legal services' comments

- 6.1 The arrangement envisaged within recommendation 2.2 of this report is a project-specific partnership/service level agreement between Portsmouth City Council and Hampshire County Council for the purpose of the joint development and submission within the required timeline of a draft Strategic Outline Business Case and, as appropriate thereafter, a finalised Strategic Outline Business Case for Tranche 2 funding under the Transforming Cities Fund programme.
- 6.2 In broad terms, the agreement will set out:
- the aims and objectives of the project
 - the respective responsibilities of the partners for the work required to deliver the project successfully
 - the respective contributions (financial and staffing/professional resources) that each partner agrees to commit to the project
 - the governance/decision-making arrangements which will apply.
- 6.3 This agreement will complement the existing (and continuing) wider governance arrangements developed in the region for the delivery of the South East Hampshire Rapid Transit proposals.

7. Director of Finance's comments

7.1 The City Council have submitted a bid under tranche 1 of the Transforming Cities Fund Programme to deliver a £2.84m project jointly with Hampshire County Council (HCC).

7.2 The project will be financed as below, this should unlock £2.6m worth from the Transforming Cities Fund.

| | |
|--------------------------|---------------|
| DfT Contribution | £2.60m |
| PCC Match Funding | £0.20m |
| <u>HCC Match Funding</u> | <u>£0.04m</u> |
| Total | £2.84m |

7.3 This funding will be used to deliver three separate schemes as shown below with the majority of the funding being spent on Portsmouth Initiatives.

| | |
|-------------------------------------|--------------|
| RTI Portsmouth City Council | £1.3m |
| RTI Hampshire County Council | £0.4m |
| <u>MOVA Portsmouth City Council</u> | <u>£0.9m</u> |
| Total Cost | £2.6m |

7.4 The City Council's match funding will be provided by delivering the following schemes funded from the City Council's LTP programme.

| | |
|---|-----------------|
| 2019/20 Low level Cycle Signals | £55,000 |
| 2019/20 Traffic Signals Reconfiguration | £20,000 |
| <u>2019/20 RTI</u> | <u>£150,000</u> |
| Total PCC Contribution | £225,000 |

7.5 The next tranche of funding will involve the City Council bidding jointly for a share of £1.28bn with Hampshire County Council. The initial step will be for the Council to work collaboratively with HCC to put together an outline business case to be jointly funded between the two parties.

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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 |
|-------------------|----------|
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| | |

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

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Signed by:

Agenda Item 5

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

| | |
|--------------------------|---|
| Title of meeting: | Traffic and Transportation Decision Meeting |
| Subject: | Demand Responsive Transport |
| Date of meeting: | 14 th March 2019 |
| Report by: | Director of Community and Communication |
| Wards affected: | All |

1. Requested by

1.1 This report was requested by Cllr Stagg, Portfolio Holder for Traffic and Transportation.

2. Purpose

2.1 This report outlines the work currently underway to support the provision of people-centred transport options, which will encourage independence for those whom access to public transport is limited due to a disability.

3. Information Requested

3.1 While there has been investment in recent years to improve the accessibility of public transport within Portsmouth, it remains the case that disability can prevent people from accessing public transport.

3.2 A number of different systems have been implemented in Portsmouth to provide a demand responsive service specifically for individuals with limited mobility. Most recently the City Council operated the *Assisted Passenger Transport Service*, which concluded in 2018 as it was no longer financially viable due to the limited number of users.

3.3 In order to support and encourage the delivery of appropriate services, an independent review into community transport provision was undertaken by Age UK Portsmouth and Portsmouth Disability Forum (PDF).

3.4 The review concluded that overall transport provision in the City has improved in terms of accessibility for those individuals who may have historically used community transport. The review further concluded that it was more important to promote independence than the dependence which some community transport provision can lead to and that the need for and nature of community transport has significantly changed particularly within a city environment.

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3.5 In seeking to deliver this more person-centred response the City Council is currently undertaking four workstreams:

Demand Responsive Wheelchair Accessible Private Hire Vehicles/Hackney Carriages

Work is currently underway to develop a scheme designed to increase the availability of wheelchair accessible taxis, with advanced training for drivers of such vehicles. Options are also being investigated for the distribution of vouchers to community groups for free journeys.

Hive MiniBus

Due to be launched in Spring 2019, this scheme will distribute mobility scooters across the city, enabling people to access the facilities in their local areas. These local hubs will also provide a point of contact for information regarding events and local initiatives.

Good Neighbours

The Good Neighbours scheme provides transport through a group of volunteers using their own (or purchased share cars) to individuals. The scheme can lead to a wider befriending and support network helping people to remain independent.

Investigation into the extension of the use of the concessionary bus pass for disabled people

This would enable disabled people to utilise their bus pass all day to promote independence, improving access to work and education, improving further prospects of finding employment later in life. This would also aid people that use day services to access purposeful activity in their day to day life. At the present time this needs to be explored further to assess the implications of extending the bus pass for disabled people.

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Signed by (Director)

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 |
|-------------------|----------|
|-------------------|----------|

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require Equality Impact Assessments, Legal or
Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

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|----------------------------------|---|
| Community Transport Review | https://democracy.portsmouth.gov.uk/documents/s17566/Community%20Transport%20Review%20information%20report.pdf |
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