



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 8 DECEMBER 2022 AT 5.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper 023 9268 8014

Email: democratic@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 Graham Heaney, Labour

Councillor Scott Payter-Harris, Conservative

Public health guidance for staff and the public due to Winter coughs, colds and viruses, including Covid-19

- Following the government announcement 'Living with Covid-19' made on 21 February and the end of universal free testing from 1st April, attendees are no longer required to undertake any asymptomatic/ lateral flow test within 48 hours of the meeting; however, we still encourage attendees to follow the public health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish.
- We strongly recommend that attendees should be double vaccinated and have received any boosters they are eligible for.
- If unwell we encourage you not to attend the meeting but to stay at home. Updated government guidance from 1 April advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April, anyone with a positive Covid-19 test result is still being advised to follow this guidance for five days, which is the period when you are most infectious.
- We encourage all attendees to wear a face covering while moving around crowded areas of the Guildhall.
- Although not a legal requirement, attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that protects us from coughs, colds and winter viruses, including Covid-19.
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

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

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

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.

A G E N D A

Council Chamber Risk Assessment

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Implementation of Enhanced Partnership Plan and Scheme for bus services in Portsmouth (Pages 7 - 74)**

Purpose of report

This report seeks approval for the implementation of the Enhanced Partnership Plan and Scheme for bus services in Portsmouth as approved by Cabinet on 21 June 2022 and following statutory consultation.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

- 1. Notes the contents of this report.**
- 2. Notes that the Department for Transport require additional text in the Enhanced Partnership Plan and Scheme.**
- 3. Approves the Enhanced Partnership Plan and Scheme as attached.**
- 4. Approves the implementation of the Enhanced Partnership Plan and Scheme from 8 December 2022.**

- 4 Portsmouth Supported Bus Services (Pages 75 - 100)**

Purpose of report

The purpose of this paper is to seek agreement to further extend the five existing supported bus contracts from 31 July 2023 to 28 October 2023 and have the powers to fund any bus withdrawals following the end of Bus Recovery Grant in March 2023 on a short-term basis. A report was previously presented to the cabinet member on the 28 July 2022 on Portsmouth Supported Bus Services.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

- 1. Approves to extend the current supported bus service contracts from 31 July 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to complete the extension.**
- 2. Notes that waiver approval will need to be sought from Procurement and Legal Services in respect of the proposed extensions to the contracts set out above, in accordance with the Council's Contracts Procedure Rules.**
- 3. Approves the development and implementation by the Transport Service supported by Procurement and Legal Services, of a procurement strategy to re-tender the bus contracts. This procurement strategy will be informed by demand, developing local & national policy, peer review and soft market testing with bus operators.**
- 4. Approves the use of Portsmouth Bus Service Improvement Plan (BSIP) expenditure to enhance the services 13,14 and 25 following investigation of options as detailed in the Portsmouth BSIP. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes to enhance services.**
- 5. To procure any necessary local bus services following the ending of Bus Recovery Grant in March 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with Cabinet Member for Traffic and Transportation and Section 151 Officer.**
- 6. Notes that a paper will be brought back to a Traffic and Transportation Cabinet meeting following the completion of the procurement process to re-tender the contracts and recommend awards. This paper would also deal with any short-term procurements following the cessation of Bus Recovery Grant in March 2023.**

5 TRO 43/2022 Shipwrights Way (Pages 101 - 170)

Purpose of Report

This report considers the public response to the proposed Traffic Regulation Order (TRO) for bus stop and waiting restrictions on High Street and Broad Street, Portsmouth.

RECOMMENDATION

In relation to the proposals promoted under TRO 43/2021, it is

recommended that the Cabinet Member for Traffic and Transportation:

- 1. Approves to relocate the existing bus stop clearing on High Street, Old Portsmouth, 5 meters further north-eastwards.**
- 2. Approves to extend the no waiting at any time restrictions (double yellow lines) on Battery Row by 3.5 meters on both sides.**
- 3. Approves to update the waiting and parking restrictions in the Order to match those on-street, covering the following lengths of road: Broad Street, Battery Row and High Street, Old Portsmouth.**

6 Feasibility Scheme Prioritisation Process (Pages 171 - 176)

Purpose of report

The purpose of this report is to present the Transport and Infrastructure service's process for prioritising schemes for feasibility and investigative works. This outlines the way schemes are proposed, recorded and prioritised to ensure resources are focused on assessing the feasibility of schemes aligned to the adopted Portsmouth Transport Strategy (Local Transport Plan 4) strategic objectives.

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

Coronavirus Risk Assessment for the Council Chamber, Guildhall

Date: 1 April 2022 (based on Living safely with respiratory infections, including COVID-19, 1 April 2022)

Review date: Ongoing

Author: Lynda Martin, Corporate Health and Safety Manager, Portsmouth City Council

Coronavirus Risk Assessment for the Council Chamber, Guildhall

Manager's Name and Job Title completing Risk Assessment:	Lynda Martin Corporate Health and Safety Manager	Risk Assessment Dept:	Corporate Services	Date:	1 April 2022	Signature:	
		Location:	Council Chamber, Guildhall				

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Risk of exposure to Covid-19 virus - Ventilation	Staff, contractors and attendees	<ul style="list-style-type: none"> There are no longer capacity limits for the Guildhall Chamber. We encourage all attendees to wear a face covering when moving around crowded areas of the Guildhall and the council chamber. The mechanical ventilation system works efficiently and the South Special Rooms Supply and Extract fans are fully operational during times when the Council Chamber is in use. Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting. 	Staff will ensure ventilation system and fans are operational.	In place
Risk of transmission of virus - Risk mitigation	Staff, contractors and attendees	<p>The Guildhall has the following measures in place:</p> <ul style="list-style-type: none"> Face Coverings – as per government guidance, we encourage you to continue to wear a face covering whilst in the venue & crowded places especially when walking around the building. Enhanced Sanitisation & Cleaning – we will carry out enhanced cleaning procedures between meetings and we encourage you to sanitise your hands on entry and regularly throughout your visit at the sanitisation points provided. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Risk of transmission of virus - Hygiene and Prevention		<ul style="list-style-type: none"> Updated government guidance from 1 April advises people with a respiratory infection, a high temperature and who feel unwell, to stay at home and avoid contact with other people, until they feel well enough to resume normal activities and they no longer have a high temperature. From 1 April, anyone with a positive COVID-19 test result is being advised to follow this guidance for five days, which is the period when you are most infectious. Although not a legal requirement attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that also protects us from other winter viruses. Wash hands for 20 seconds using soap and water or hand sanitiser. Maintain good hygiene particularly when entering or leaving. Hand sanitiser and wipes will be located in the meeting room. No refreshments will be provided. Attendees should bring their own water bottles/drinks. All attendees should bring and use their own pens/stationery. Attendees are no longer required to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting however we still encourage attendees to follow the Public Health precautions we have followed over the last two years to protect themselves and others including vaccination and taking a lateral flow test should they wish. It is strongly recommended that attendees should be double vaccinated and have received a booster. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health. Technology in place to move to virtual council meeting if required and permitted by legislation. 	Financial commitments minimised wherever possible.	In place



Title of meeting:	Traffic & Transportation Cabinet Member Decision Meeting
Date of meeting:	8 th December 2022
Subject:	Implementation of Enhanced Partnership Plan and Scheme for bus services in Portsmouth
Report by:	Tristan Samuels, Director Regeneration
Report author:	Peter Shelley, Transport Development Manager
Wards affected:	All
Key decision:	Yes
Full Council decision:	No

1. Purpose of report

- 1.1 This report seeks approval for the implementation of the Enhanced Partnership Plan and Scheme for bus services in Portsmouth as approved by Cabinet on 21 June 2022 and following statutory consultation.

2. Recommendations

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

- 2.1 **Notes the contents of this report;**

- 2.2 **Notes that the Department for Transport require additional text in the Enhanced Partnership Plan and Scheme;**

- 2.3 **Approves the Enhanced Partnership Plan and Scheme as attached;**

- 2.4 **Approves the implantation of the Enhanced Partnership Plan and Scheme from 8 December 2022.**

3. Background

- 3.1 On 4 April 2022, Portsmouth City Council was advised that it had been offered an indicative funding allocation of up to £48,349,526 towards its Bus Service Improvement Plan (BSIP). Funding confirmation is conditional on the submission and implementation of a transformational Enhanced Partnership (EP). On 21 June, Cabinet approved submission of the EP plan and EP scheme by 30 June

2022. The Department for Transport required some additional text for clarification and an explicit commitment from bus operators to reinvest savings locally. With this agreement, funding has been approved once the EP is implemented. As required, the EP was sent to statutory consultees for comment and only positive responses were received. The final stage in the process is to 'make' the EP by approving its implementation. Once this is complete, funding can be released.

4. Consultation and Engagement

4.1 Portsmouth City Council conducted its own research into the views of members of the public and businesses regarding the bus network within Portsmouth, specifically:

- To understand the strengths and weaknesses of local bus travel
- Identify the key areas to prioritise in the long and short-term
- To measure satisfaction levels of bus users.

4.2 These are reflected in the Enhanced Partnership Plan and Scheme and the related Bus Service Improvement Plan (BSIP) for Portsmouth.

5. Reasons for recommendations

5.1 This is the final stage of the process set out in the National Bus Strategy to deliver improvements to the bus network for Portsmouth residents, and so will create benefits for the overall transport system, including reductions in pollution and help deliver zero carbon, make more efficient use of the finite road space available and support improvements across a range of health, community and economic goals.

6. Integrated Impact Assessment

6.1 An Integrated Impact Assessment (IIA) was undertaken as part of the development of the BSIP which sets out the strategic aims for the EP and is attached in Appendix B of this report.

7. Legal Implications

7.1 The Council, having complied with the statutory requirements of the Transport Act 2000 and having considered whether it is appropriate to make the Enhanced Partnership Plan and Scheme, may by exercising its powers under Section 138G of the Transport Act 2000 may make the Enhanced Partnership Plan and Scheme as proposed.

7.2 Once (and if) the decision to make the Enhanced Partnership Plan and Scheme is made, the Council must not later than 14 days after the date on which the

Council made the Enhanced Partnership Plan and Scheme give notice of the making of the Plan and Scheme:

- a) in such manner as it considers appropriate for bringing it to the attention of persons in the area,
- b) to all operators of local services who would, in the opinion of the Council, be affected by the scheme, and
- c) to a traffic commissioner.

7.3 It is understood that there are no immediate financial or legal implications on the Council upon the implementation of the Enhanced Partnership Plan and Scheme. Appendix A of the Plan and Scheme contains a list of measures currently being provided by the Council as well as a list of measures to be considered by the Enhanced Partnership Board and the Council before implementation. The Council should ensure that any such measures to be agreed as part of the Enhanced Partnership should comply with the relevant legal requirements as may be applicable at the time the decision is made, including but not limited to:

- a) Public Procurement rules;
- b) State Aid; and
- c) Competition rules

8. Director of Finance comments

8.1 Once the final stage of the funding is approved by the Department of Transport the £48,349,526 funding will be released to fund the activities within the Bus Services Improvement Plan.

8.2 The fund will be closely monitored to ensure the interventions are fully costed, affordable and will not impact on the Council's budgets.

.....
Signed by:

Appendices:
Appendix A - Portsmouth Enhanced Partnership
Appendix B - Integrated Impact Assessment

Background list of documents: Section 100D of the Local Government Act 1972



Title of document	Location
NBS - Enhanced Partnership Cabinet Report 21 June 2022 FINAL.pdf (portsmouth.gov.uk)	

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

.....
Signed by:

Portsmouth Enhanced Partnership Plan and Scheme

Final - version 3.0

June 2022 updated

Contents

Chapter	Page
1. INTRODUCTION	4
1.1. COMPETITION TEST	5
2. PART 1 - EP PLAN	6
2.1. Enhanced Partnership Links to Policy Objectives	7
2.2. Portsmouth transport issues	7
2.3. Bus Service Supply	9
2.4. Bus Service Infrastructure	10
2.5. Bus Fares	10
2.6. Bus Passenger Information	11
2.7. Bus Fleet	12
2.8. Bus Priority Measures	13
2.9. Bus Service Outcomes	15
2.10. Passenger experience and priorities for improvement	18
2.11. Objectives	19
3. PART 2 – EP SCHEME	264
3.1. Definitions	264
3.2. Section 1 – EP Scheme Content	27
3.3. Section 2 - Scope of the EP Scheme and Commencement Date	28
3.4. Section 3 - Obligations on the Authority	28
3.5. Section 4 - Obligations on Local Bus Operators	29
3.6. Section 5 – Governance Arrangements	29
APPENDIX A: FACILITIES	33
A.1. Facilities – Existing	33
Bus Priority Schemes	33
Bus Stations and Passenger Interchanges	34
Bus Stops	34
Real Time Information	35
A.2. Facilities – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council	35
A.3. Facilities for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval	35
The following options are included in the Bus Service Improvement Plan and will be considered for prioritisation when funding opportunities arise.	35
APPENDIX B: MEASURES	37
B.1. Measures – Existing	37
B.2. Measures – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council	37
B.3. Measures for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval	37
The following options are included in the Bus Service Improvement Plan and will be considered for prioritisation when funding opportunities arise.	37
APPENDIX C: REQUIREMENTS	39

Chapter	Page
C.1. Requirements – Existing	39
C.2. Requirements – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council	39
C.3. Requirements for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval	40
APPENDIX D: TERMS OF REFERENCE	42
D.1. Terms of Reference – Programme Board	42
D.2. Terms of Reference – Enhanced Partnership Board	45
D.3. Terms of Reference – Stakeholder Engagement Group	48
APPENDIX E: BSIP CONSULTATION SURVEY	42

1. INTRODUCTION

The National Bus Strategy (NBS) - Bus Back Better, was published by Government on 15th March 2021 and sets out a new approach for the provision of bus transport in England outside of London, to reverse the historic decline in patronage overall in England, and to provide the means for bus services to recover from the significant reductions in patronage as a result of the restrictions imposed to control the Covid-19 pandemic.

The Local Transport Authorities (LTAs) could choose between pursuing franchising of bus services or the Enhanced Partnership process. Portsmouth City Council has opted for the Enhanced Partnership process, reflecting the already strong partnership working arrangements and close relationships between Portsmouth City Council and the bus operators. Portsmouth City Council Cabinet agreed on 22 June 2021 to establish an Enhanced Partnership with bus operators for Portsmouth¹.

LTAs were then required to produce Bus Service Improvement Plans (BSIPs). Portsmouth City Council has worked collaboratively with our bus operator partners to develop a Portsmouth Bus Service Improvement Plan (BSIP)². The BSIP has been informed by a citywide survey with over 1,100 responses from residents, 32 responses from business and a series of in-depth interviews with user groups, key stakeholders including health and social care and local businesses, so that the BSIP reflects local priorities for the bus.

The BSIP sets out how the LTA and operators will use their EP to deliver 'an ambitious vision for travel by bus'. It covers all routes included within the LTA area and focuses on delivering the services that the LTA, in collaboration with operators and consultation with stakeholders, want to see. Specifically, the Portsmouth BSIP includes the following elements:

- An overview of the city, its transport issues and travel markets
- An assessment of the current bus “offer” to passengers
- Results of a consultation survey of residents and passengers to identify priorities for improvement
- Objectives and targets for the outputs/outcomes of bus performance improvements:
 - Shorter travel times
 - Better service reliability
 - More passengers
 - Greater passenger satisfaction
- A total of 48 specific schemes that if funded and implemented will deliver these improvements

The BSIP provides the overarching framework for the Enhanced Partnership Plan (EP Plan) and Enhanced Partnership Scheme (EP Scheme). This EP Plan summarises the main themes of the BSIP in setting out an analysis of local bus services in Portsmouth, the objectives for the quality and effectiveness of bus services and how the EP Scheme or Schemes are intended to achieve these objectives. The EP Scheme describes the

1

<https://democracy.portsmouth.gov.uk/documents/s31068/National%20Bus%20Strategy%20enhanced%20partnership%20for%20Portsmouth.pdf>

2

[National Bus Strategy \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/national-bus-strategy)

Facilities, Measures and Requirements to be implemented to meet those objectives and how the partnership is constituted and operates.

Both the EP Plan and the EP Scheme have been prepared by Portsmouth City Council, through ongoing discussions and consultation with the Portsmouth bus operators, under the Transport Act 2000 (c. 38).

1.1. COMPETITION TEST

Portsmouth City Council has undertaken an assessment of the impacts of the EP Plan and Scheme, made - 8th December 2022, on competition for the purposes of Part 1 of Schedule 10 of the Transport Act 2000. The authority believes it will or is likely to have a significantly adverse effect on competition. However, the authority believes the EP Plan and Scheme(s) is justified because:

- It is with a view to achieving one or more of the following purposes:
 - Securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services
 - Securing other improvements in local services of benefit to users of local services, and
 - Reducing or limiting traffic congestion, noise or air pollution.
- Its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes.

The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.

2. PART 1 - EP PLAN

THE PORTSMOUTH CITY COUNCIL ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY PORTSMOUTH CITY COUNCIL

The Portsmouth Enhanced Partnership (EP) covers the administrative area of Portsmouth City Council (PCC) as illustrated in figure 1 below. To ensure the delivery of a consistent approach for our residents and visitors, we have been working collaboratively with the local transport authorities of Hampshire County Council (HCC) and West Sussex County Council (WSCC) to cover the cross-boundary bus routes that connect Portsmouth with these areas. This engagement will continue throughout the EP period.

The EP Plan will apply during the period of **TBC** to 1st April 2032 and Portsmouth City Council will review this EP Plan annually. It will follow Portsmouth City Council's review of its Bus Service Improvement Plan in October of each year, starting in October 2022.

Figure 1 - Portsmouth City Council Administrative Area



2.1. Enhanced Partnership Links to Policy Objectives

The Portsmouth Bus Service Improvement Plan (BSIP) and EP support Portsmouth City Council's Imagine Portsmouth 2040², which sets out a vision for the future of the city. This also supports the achievement of the outcomes of Imagine Portsmouth, particularly those concerning the creation of a green city with easy travel.

The BSIP also supports the Portsmouth Transport Strategy as set out in our fourth Local Transport Plan (LTP4), and its vision that: *"By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city"*.

Four strategic objectives will deliver this vision, including one to 'Transform Public Transport.' Public transport services are limited in some parts of the city with buses delayed by traffic congestion and a lack of bus priority. Priority should be given to rapid and reliable public transport, working with operators to try to ensure all communities have reliable, better connected, and adequate access to bus services. The 'Transform Public Transport' objective was identified by residents as the second most important objective, behind 'Deliver Cleaner Air' which will be supported by public transport improvements. 27% of respondents selected 'Transform Public Transport' as the objective most important to them in the consultation that supported the development on the Transport Strategy. The 'Transform Public Transport' objective is supported by the following four policies which most respondents either agreed or strongly agreed to be the right policies:

- Policy J - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services
- Policy K - Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth
- Policy L - Deliver high quality transport interchanges, stations and stops
- Policy M - Continue to work with public transport operators to deliver integrated, efficient, affordable, and attractive services promoting local and regional connectivity

The Portsmouth Transport Strategy recognises the importance of prioritising public transport, alongside other sustainable modes of travel, to further develop an inclusive, attractive, and well-connected travel network. The full document can be found in Appendix F, along with the Portsmouth Transport Strategy Implementation Plan 2022/23-24/25 in Appendix G.

2.2. Portsmouth transport issues

Portsmouth is a unique city, with the majority being based on an island (Portsea Island) and a section on the mainland to the north. The island geography means that many road journeys are extended, and many trips are made by waterborne transport. It is also the most densely populated city in Great Britain outside of London, with a population of 217,000 in 2020 that is expected to grow to over 236,000 by 2041. Over 8,000 businesses are located in the city and Portsmouth receives 9.3m visitors a year to the city.

A considerable amount of post-war housing was developed to the north of the island in Paulsgrove, and some distance away at Leigh Park and Waterlooville up to 4 miles beyond the administrative boundary and 8 miles from the city centre. Bus travel times from these further away areas to the city have become less attractive as delays caused by traffic congestion have grown.

³ [Homepage - Imagine Portsmouth](#)

Pre COVID data shows approximately 40,000 people commute into the city daily and 30,000 out of the city daily, with 60% of commuting trips made by cars or vans. There are three roads onto the island and one railway route with five stations in Portsmouth and Southsea. Portsmouth International Port's inclusion as part of the new Solent Freeport will contribute to growth in both commuter traffic and HGV movements around the Western entrance to the city from the M275.

Portsmouth currently lags behind the UK economically, both in terms of GVA and competitiveness. Employment is concentrated in low productivity sectors, and there is a low retention of skilled labour and university graduates. The city is ranked 59th most deprived of 326 UK local authorities with many residents experiencing disadvantages. There are high levels of financial deprivation, while unemployment rates are higher than in the surrounding areas. Many children in the city leave school with lower levels of qualification than their peers elsewhere, particularly those receiving free school meals. Many adult residents have fewer qualifications than their peers elsewhere in the southeast region.

Portsmouth has five Air Quality Management Areas and is subject to four separate Ministerial Directions to bring air quality within legal limits in the shortest possible time. The latest of these directions required the introduction of a Class B charging Clean Air Zone (CAZ), to the south-west of the city, in which 'non-compliant' vehicles are issued with a daily charge for entry. Non-compliant vehicles are buses, coaches, taxis, private hire vehicles and heavy goods vehicles that are not Euro VI standard or better if diesel, or Euro IV standard or better if petrol. In Portsmouth vans, motorcycles and cars will not be charged for entering the CAZ. However, studies show that car travel contributes around 26%³ of the nitrogen dioxide air pollution within the city, meaning that modal shift to discourage reliance on the car is essential.

Air pollution has severe, negative impacts on health, the economy, and the environment. While air quality affects everyone, there are inequalities in exposure, and air pollution has the greatest impact on the most vulnerable. Residents of some of the most deprived areas of the city are disproportionately affected by pollution from vehicle exhausts. Many of the residents in these locations do not have access to their own vehicles but are exposed to the pollution from the heavily trafficked roads that run through their neighbourhoods. Poor air quality also disproportionately affects the elderly, children, and those with existing health conditions.

The following four Ministerial Directions place a legally binding duty on PCC to implement measures to improve air quality in the city:

- Ministerial Direction 1, March 2018, required PCC to develop a Targeted Feasibility Study (TFS) by 31 July 2018 for two specified road links in the city: A3 Mile End Road and A3 Alfred Road. These two roads were selected as they were projected to have nitrogen dioxide (NO₂) exceedances in Defra's national Pollution Climate Mapping model.
- Ministerial Direction 2, October 2018. Following the results of the TFS, PCC was issued with a direction to undertake a bus retrofit programme to reduce exhaust emissions. The Ministerial Direction stipulated that the programme should be undertaken as quickly as possible to bring forward compliance with legal levels of NO₂ on A3 Mile End Road and A3 Alfred Road.
- Ministerial Direction 3, October 2018. This required PCC to produce an Air Quality Local Plan to set out the case for delivering compliance with legal limits for NO₂ in the shortest possible time.
- Ministerial Direction 4, March 2020. This required PCC to implement a Class B charging Clean Air Zone and supporting measures to achieve compliance with legal limits for NO₂ in the shortest possible time.
- The Clean Air Zone was implemented in November 2021.

⁴ Portsmouth City Region Transforming Cities Fund Strategic Outline Business Case (Nov 2019)

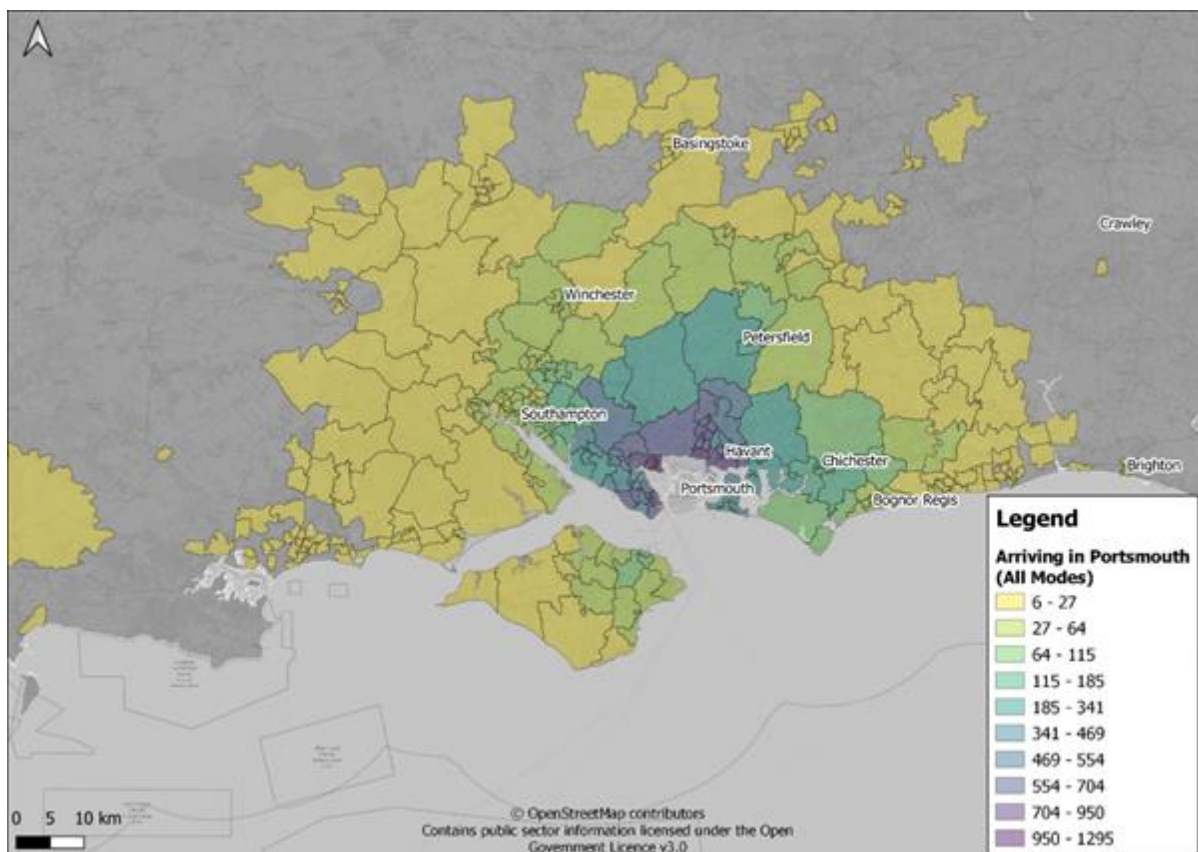
Measures promoted through Portsmouth's EP and BSIP would complement and reinforce the measures already being developed through the Portsmouth Local Air Quality Plan.

2.3. Bus Service Supply

Portsmouth's bus network is provided by two bus operators, predominantly commercially, but with some services under tender to PCC. The two operators are First Hampshire and Dorset and Stagecoach South.

Most of the city's bus routes (14 out of 22) operate only within the city boundaries and over 60% of bus trips are made wholly within the city. However, many people working in Portsmouth live in the surrounding areas: around 40,000 people commute into the city daily. The extent of Portsmouth's travel to work area in Hampshire and West Sussex as shown in *figure 2* below.

Figure 2 - Map of Portsmouth travel to work area



A number of main bus routes to the city centre from the north, including the 3 and 23, operate to frequencies of up to 6 buses per hour. The three main north-south corridors across Portsea Island from Portsbridge junction (Northern Parade, London Road and Copnor Road), are served by several bus routes each. The services combine on these roads to provide a bus every 5 minutes or more often to the key destinations of the city centre, The Hard Interchange, Gunwharf Quays and Southsea.

These high frequency bus routes extend beyond Portsea Island to the wards of Paulsgrove, Cosham and Farlington. Some of these routes continue across the city boundary to connect Portsmouth with towns and estates in the city's travel to work area, notably Fareham, Farlington, Havant, Horndean, Paulsgrove, Portchester and to Leigh Park and Waterlooville, two large areas of city council-built housing outside the administrative boundary.

2.4. Bus Service Infrastructure

Portsmouth City Council has 555 bus stops of which 343 have shelters. The stops are also covered by Traffic Regulation Orders (TROs) intended to prevent obstruction by parked vehicles enabling buses to reach the raised access kerb safely.

Portsmouth City Council in partnership with Hampshire County Council, Isle of Wight Council and local bus and ferry operators has developed the South East Hampshire Rapid Transit network to provide high quality, reliable, frequent and fast links by bus and ferry across the area. This started with the A3 bus priority corridor in 2008, now known as the Star, the only corridor where bus journey times were shorter in 2020 than 2010 due to extensive priorities. In 2020, following a successful bid and award from the Transforming Cities Fund over £100 million, including partner funding, will be invested in improving and extending the rapid transit network to shorten journey times and boost the economy, improve access to employment, education and training and benefit residents' health and wellbeing.

Portsmouth City Council owns and operates the Hard Interchange which is the main gateway for visitors to Portsmouth arriving by public transport and is close to Gunwharf Quays waterside designer outlet. The Hard Interchange is a bus and coach station situated adjacent to Portsmouth Harbour rail station, Wightlink ferry to the Isle of Wight, the Gosport ferry terminal and a taxi rank. This £9.2m facility opened in 2017 and provides fully enclosed waiting accommodation, toilets, a refreshment kiosk, as well as tourist and travel information centres and a high standard passenger environment. It has 10 bus departure bays which in 2019 (pre-Covid) was used by approximately 90 buses arriving and departing each hour on weekdays (both commercial and Park & Ride services). A further departure bay is provided for National Express coaches to London. Seven million passengers a year used the Interchange before the pandemic.

Portsmouth has a modern, purpose-built, Park & Ride site located off the specially built junction 1 of the M275. It provides 665 car parking spaces and has an interchange building with refreshment machine, toilets, and smartcard ticket machine, as well as a dedicated bus service to the city centre and Hard Interchange operated under contract to Portsmouth City Council. The Park & Ride bus services use a 917m southbound bus lane with a bus gate on the M275 approaching Rudmore roundabout, to reach the city centre, Portsmouth University campuses and Southsea. This has removed 1.3 million city centre car journeys in the first six years since the Park & Ride opened in 2014.

The council is developing plans to expand the site to form a Transport Hub, which will include the introduction of new Park & Ride routes including services to the north of the city. The Hub will be fundamental in supporting the future regeneration of Portsmouth, promoting bus travel as well as active travel modes such as walking, cycling and micro mobility.

2.5. Bus Fares

Both First Hampshire and Dorset and Stagecoach South set their own bus fares, with the usual mix of point-to-point single, return tickets, area-based day and period ticket products. There is also the pioneering multi-operator Solent Go⁴ range of carnet, day, and period tickets. This was developed in partnership as

⁵ [Solent Go travelcard - It's now easier to travel from A to B to Sea! | Solent Go](#)

part of Solent Transport with the South Hampshire Bus Operators' Association (SHBOA) reflecting the long-standing and effective partnership between local authorities and bus operators.

In comparison to many areas, period fares may be seen as reasonable value though this observation needs to be seen in the context of local income levels. Adult day ticket prices within Portsmouth in 2021 ranged from £4.20 to £4.50, and adult weekly tickets range from £15.80 to £18.00.

However, there is some disparity between the operators in point-to-point fares – Cosham – Southsea adult single is £3.50 with First bus, but only £2.55 with Stagecoach, and these are seen as expensive compared to fares along the coast in Southampton.

Only First bus offers a carnet product. An electronic book of adult 10 single trips, available via their app, costs £20.00, or £2.00 per trip.

Child fares for both operators apply up to a person's 16th birthday. Both operators apply a discount over an adult fare of around 33%.

Solent Go provides a multi-operator ticketing scheme. It offers a range of period products at a premium over operator own products. For example, a 7-day ticket in Portsmouth is £20.00 compared to £17.00 - £18.00 for First bus or £15.80 - £16.90 for Stagecoach (please note: the higher prices apply to on-bus ticket sales and the lower prices to electronic or app-based sales). Apart from day and weekly tickets, Solent Go is an online product that can be used via a mobile phone app or Smartcard. A recent innovation has been the development of a carnet style, flexible 5-day season priced at £22.50 in Portsmouth.

In addition to issues of cost, the range of different tickets on offer may be confusing to new users who may not proceed to purchase a ticket or not choose the best ticket for their needs. A key finding of the BSIP residents survey was a lack of awareness of the Solent Go option for journeys involving more than one bus operator.

Funding for Tap on Tap off could overcome the complexity, which could result in the extension of the established Solent Go multi-operator ticket range to include one hour hopper, evening, jobseeker and family tickets, with increased publicity will address residents' desires to make multi-operator travel easier. New tickets provide an opportunity to improve mobility for hard to reach groups

The provision of concessionary travel to older and disabled people is mandated by the English National Concessionary Travel Scheme, and PCC operates the scheme between 09:30 and 23:00 on weekdays and all-day on Saturday, Sundays, and Public Holidays for all holders of concessionary fare pass. Residents who hold a Portsmouth City Council issued disabled persons pass benefit from free travel at all times to improve access to employment, education and training. Eligible disabled concessionary travel passholders can also apply for a pass to take a companion with them.

2.6. Bus Passenger Information

Portsmouth City Council provides bus route maps and wayfinding information at all 555 bus stops across the city and at interchange points. All stops have timetable display units, and the bus operators are responsible for providing and updating the paper timetable displays.

The Council operates a Real-Time Information (RTI) system, including an audio facility, at 256 selected high demand stops. These RTI displays show the number, destination and estimated times of the next three departing services and also show how full a bus is before it arrives at the stop. The bus loading information gives reassurance to waiting passengers along the route. Electronic journey planning screens have been installed at key interchanges to provide reassurance during the journey. All stops have QR codes enabling live departure information to be accessed by smartphone apps. Further RTI provision was identified as a high priority in the recent BSIP public consultation survey, which is described in Appendix E.

Both bus operators run their own websites for journey planning, supplemented by Portsmouth City Council's comprehensive webpage [Public transport information - Portsmouth City Council](#), the local based My Journey website and Traveline, provide all operator, all mode information which the City Council and bus operators support. Portsmouth City Council also provides a website for the Park and Ride services [Park and Ride Portsmouth ~ the easy way into Portsmouth by car](#). Each good in itself, there is a danger that too many options could reinforce the view public transport is complicated and so discourage new users.

However, not all fare information is available, and users sometimes need to consult more than one website to obtain the travel information they require. Information provision is variable. Competition legislation, a fear of providing incorrect information, and commercial imperatives have resulted in the bus operators advertising only their own travel products on their publicity material.

Both main operators advertise the Solent Go multi-operator ticket range and both offer combined tickets with local ferries. However, information regarding the ferries (to Gosport, the Isle of Wight, and Hayling Island) and local rail services are not included with the bus operator's own information. This may reduce awareness and increase the difficulties for potential passengers in identifying the most suitable public transport option.

Portsmouth City Council produces a Portsmouth Public Transport information leaflet. This includes a map showing all local bus routes, and a list of services showing the main points served, how often the service runs, who operates the route, and if the service is contracted. The map also promotes Traveline for further information. Our BSIP proposals include fares and network information at each stop, the gateway to the network. On the buses themselves all operator network maps and audio visual displays showing connecting services and modes will give confidence to the new public transport users we wish to attract.

2.7. Bus Fleet

As of May 2022, around 140 buses are used on services in Portsmouth, including the cross-boundary routes serving the travel to work area. These are currently all diesel powered, although many are to the highest Euro VI standards from new or have been fitted with equipment to control their exhaust emissions to meet Euro VI standards. The newest vehicles have smart engine stop/start systems fitted to reduce fuel consumption and emissions. Many of the vehicles used on the main cross boundary routes are less than five years old and have higher specification facilities including WIFI, USB charging points and more comfortable seats, providing a rapid transit standard of travel. However, some of the vehicles used on the regular routes are older and do not provide this level of passenger comfort.

In 2018 Portsmouth City Council was awarded funding from DEFRA for the retrofit of 105 buses in the First bus and Stagecoach fleets, so that their exhaust systems produce emissions compliant with Euro VI standards. This project targeted two road links in exceedance, which are located within the city centre Clean Air Zone. Both operators have requested additional funding through the Clean Air Fund (CAF) to retrofit further buses. Further funding will be sought to refurbish some of the mid-life buses to improve passenger facilities as well as to fit equipment to control their exhaust emissions to meet Euro VI standards.

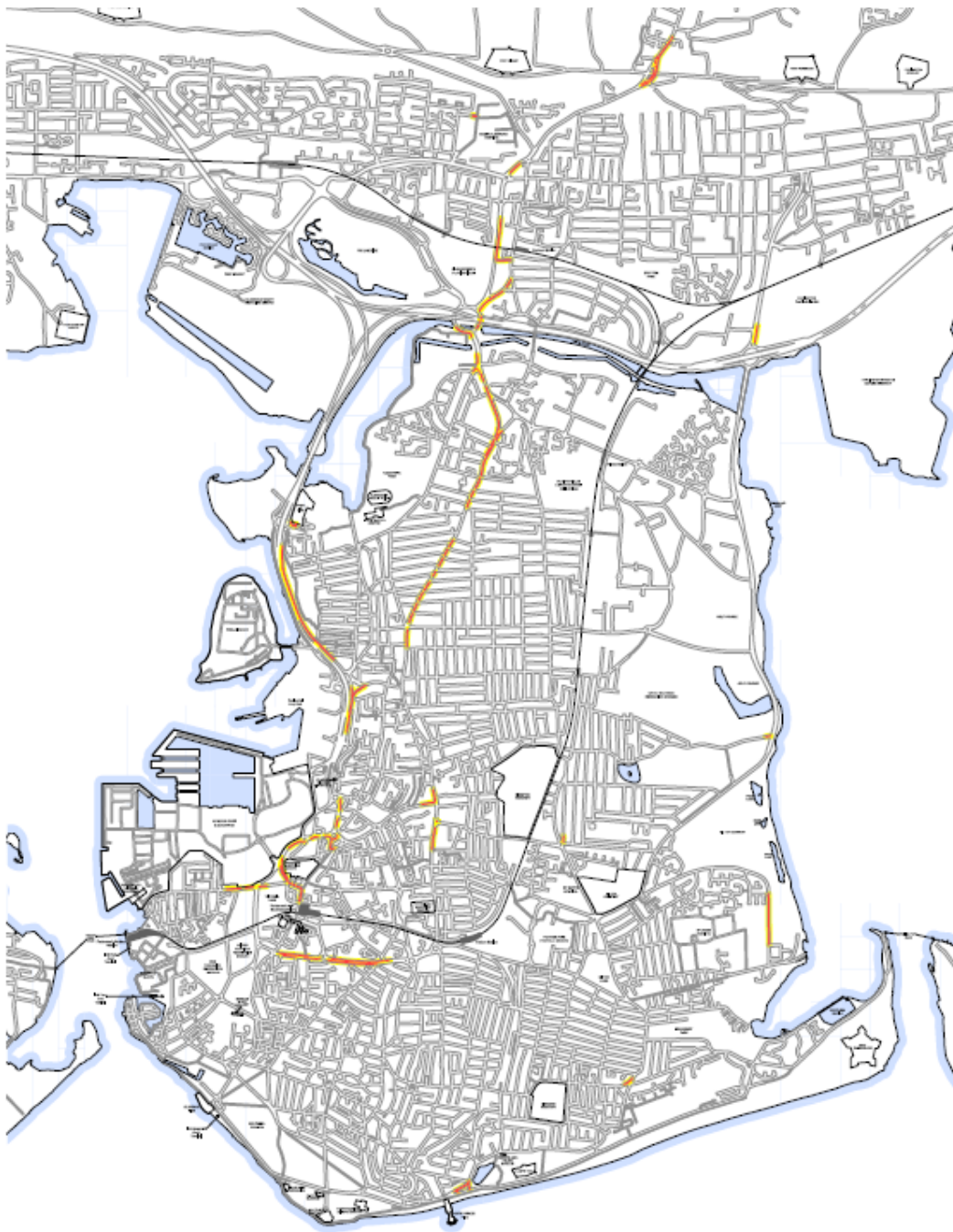
Portsmouth City Council in partnership with Hampshire County Council and First Solent submitted a successful Expression of Interest to the Zero Emission Bus Regional Area (ZEBRA) fund in 2021. This bid for £6,428,919 will contribute to a £14m scheme to provide 34 battery electric buses, the majority of which would be used on two routes serving Portsmouth, together with battery charging equipment at the First Hampshire and Dorset depot at Hoeford, Fareham. The routes selected serve the most deprived wards in the city and four of the city's five AQMAs. These zero emission buses will support Portsmouth's Clean Air

Zone objectives whilst their modern design and green credentials will help stimulate passenger demand. The reduced greenhouse gas (carbon dioxide) emissions resulting from the use of electric power would support Portsmouth's target of achieving net zero by 2030. Award of funding was approved by DfT in March 2022.

2.8. Bus Priority Measures

Portsmouth has 53 bus lanes providing 9.8 km of segregated right of way and enabling buses to avoid traffic queuing delays. However, as shown in the map in figure 3 below, the locations of these bus lanes are spread out across the city which while addressing local hotspots does not always give significant end to end journey time savings. The BSIP ambition is to provide a joined-up network of bus lanes and smart traffic signals.

Figure 3 - Bus Priority Locations



Scale: A3 1:25,000 4cm = 1km (exact scale depends on margins)
 A1 1:12,500 8cm = 1km
Based on information from Ordnance Survey 1:25,000 Data Map with the permission of Ordnance Survey. Limited liability reproduction by Mapbox. Ordnance Survey copyright and registration in all proceedings. Licence No. 100012871. Produced by Portsmouth City Council Highway Department Information Services (Tel: 023 9251 1112)

Although the bus priority lanes are extensive and provide substantial benefits to travel time and reliability, there is no route on which end to end bus priority measures have been implemented. Only a few routes, such as the number 8 (Hard Interchange – Clanfield), benefit from using several long stretches of bus lane. Many routes only benefit from short sections of bus lane. Buses on these routes are still subject to delays in locations without priority measures, limiting the overall benefit to passengers. Consequently, most of the city’s bus services have limited priority and share the same traffic congestion as private vehicles during morning and evening peak periods. This often means that bus travel is slower than the equivalent journey

by car as motorists can vary their routes, and our evidence-base shows areas in the city where buses often travel less than 10km/hour due to congestion.

This will begin to be addressed through by the South East Hampshire Rapid Transit (SEHRT) programme, which will seek to provide priority over a corridor approach on the rapid routes into the city. Tranche 2⁵ of this programme, for Portsmouth City Council, Hampshire County Council and Isle of Wight Council were awarded funding through the Transforming Cities Fund (TCF) in 2020, makes a start by providing 4 bus lanes and 4 bus gates for the benefit of both proposed new rapid bus routes as well as local services. However, it is important to note that the further measures outlined in this BSIP will be crucial to benefit residents across the wider network. Portsmouth's bus lanes operate on a 24-hour basis apart from the bus lane on London Road, North End which operates between 07:00-19:00 Monday-Saturday. Further enforcement cameras are likely to be installed based on an assessment of each case individually when enforcement issues are raised. Further bus lane enforcement measures will be considered as part of the Portsmouth BSIP.

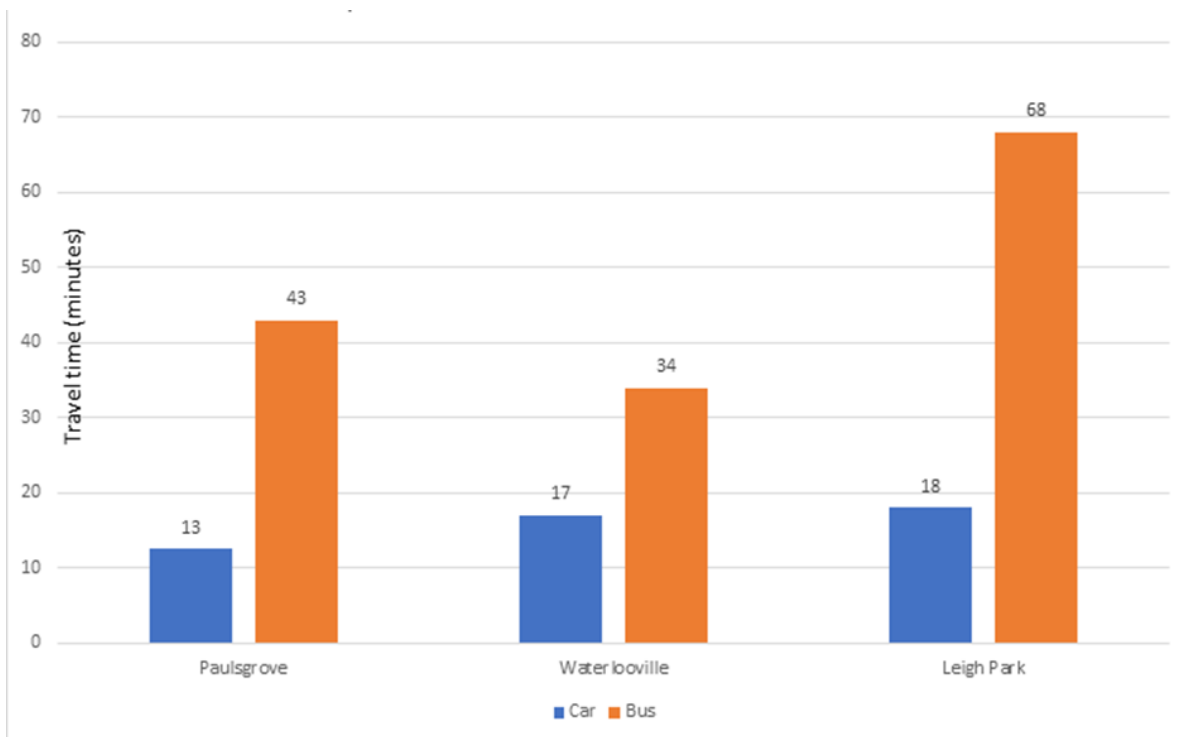
2.9. Bus Service Outcomes

Travel times

The development of the public transport network in the city has historically been constrained by road space limitations due to the island geography. Bus travel times between some areas and the city centre are slow compared with those possible by car and therefore less attractive. The graph in figure 4 below shows the off-peak bus and car travel times from areas of the travel to work area beyond Portsea Island to the city centre in 2020, highlighting the disparities.

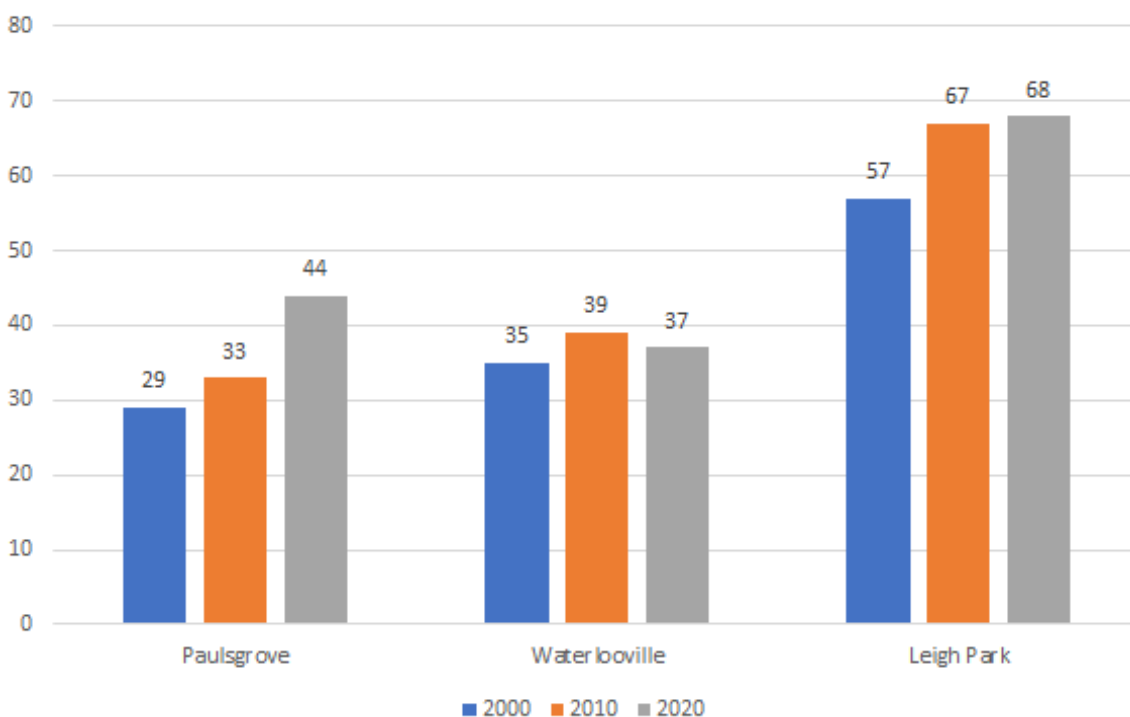
Figure 4 - Car and bus off-peak travel times (minutes) to the south end of Commercial Road in the city centre

⁶ [Homepage - South East Hampshire Rapid Transit \(sehrt.org.uk\)](https://www.sehrt.org.uk)



Trends in travel times are mostly unfavourable to bus users. Journey times from beyond Portsea Island have generally increased during the past 20 years, as shown in the graph of timetabled morning peak travel times to the city centre (South end of Commercial Road) in figure 5 below.

Figure 5 - Bus AM peak scheduled travel times (minutes) to the city Centre (South end of Commercial Road) between 2000 – 2020



Only on 'The Star' corridor from Waterlooville have travel times been reduced over the last decade. This route has benefited from extensive bus priority measures which have been effective in shortening journey times since 2010. On the other corridors rising general traffic has adversely impacted on bus travel times.

These extended journey times increase the average for the city. The current average bus journey time in Portsmouth is 32 minutes and the average bus speed is 15 kilometres per hour.

Longer travel time has reduced labour pool available to local businesses and employment opportunities to those without the use of a car, adversely affecting the economic performance of the city. The island and peninsula geography and some indirect bus routes have significantly reduced the labour force available within a 30-minute travel time of many business locations. This is before any traffic congestion impacts are considered.

Punctuality

The location of each bus is tracked by the Real Time Information system (RTI) using the GPS device contained in the ticket machines. By comparing the actual location of buses with the service schedules, the punctuality of each service can be ascertained. A late service is defined as departing 5 minutes or more behind schedule from timing points along the route. An early service is defined as departing one minute or more ahead of schedule from timing points along the route. Information recorded by the RTI system shows that between 1st January and 31st August 2021 a total of 3.39m bus journeys were recorded in Portsmouth, of which 85% ran on time. This records a decline in punctuality which may reflect increasing traffic levels as the lockdown restrictions were gradually lifted from May 2021.

Patronage

According to DfT Bus Statistics, the bus passenger trip-rate was, before the Covid-19 pandemic, a little over 50 bus journeys per head of population. A comparison with bus usage rates in other conurbations on the south-west coast is shown in figure 6 below.

Figure 6 - Bus patronage comparison with other authorities

City/town	Annual bus trips total ⁶	Population	Annual trips per head ⁷
Portsmouth	12.0m	238,137	50.4
Bournemouth	18.5m	183,491	78.1
Brighton & Hove	48.6m	229,700	167.2
Plymouth	18.8m	256,384	68.1
Southampton	20.3m	253,651	80.5

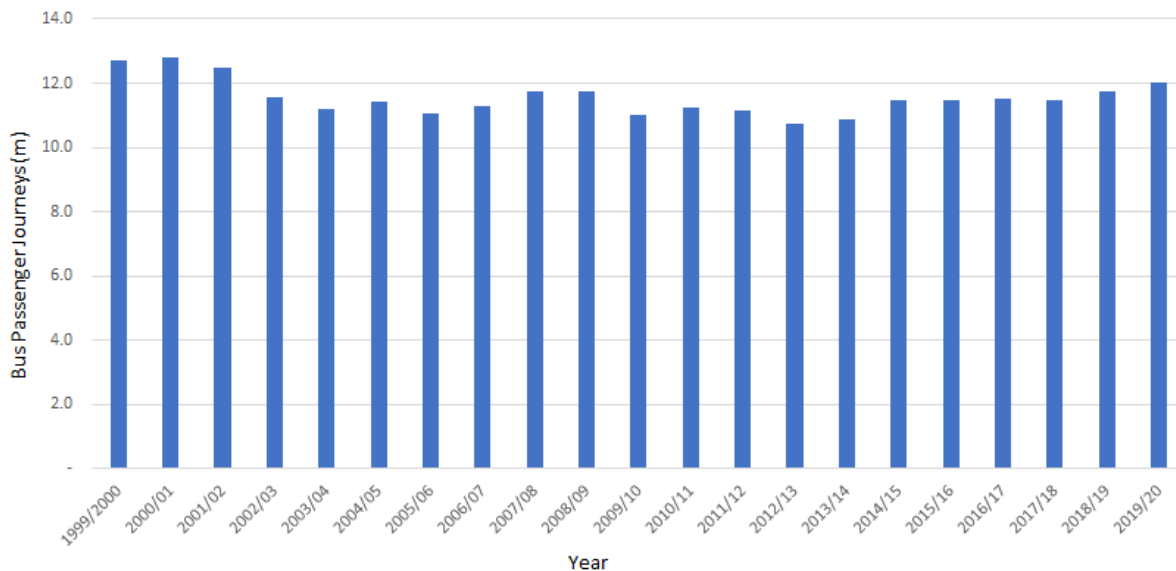
The Portsmouth bus trip-rate (trips per head) is below those of the other coastal conurbations and lower than would be expected considering the relatively low levels of car availability among the city residents. This anomaly is partly due to the geography of the city. For example, many of the 2.6 million trips made between Portsmouth and Gosport on the ferry would be likely to be bus trips in other areas.

⁷Populations: 2011 Census

⁸Passenger figures from Department for Transport tables BUS0109/0110 or bus operators

Figure 7 shows the trends in bus passenger journeys recorded by the operators since 1999/2000. The value for 2019/2020 includes 6 weeks during which travel was depressed by the onset of Covid-19 lockdown and travel restrictions (please note that no adjustment to the value has been made).

figure 7- Annual bus passenger journeys in Portsmouth



Following some decline in the early 2000s bus passenger journeys in Portsmouth have remained fairly stable in recent years, increasing by 9% between 2009/10 and 2019/20. This compares favourably with a 20% decline recorded in the Metropolitan areas with Integrated Transport Authorities over the same period (DfT Bus Statistics table BUS109a). This patronage growth is the same as that recorded in Southampton over the period.

As with the patronage levels, the bus passenger trip-rate has been at about this level since 2009/10, with relatively little variation. The trend in Portsmouth has outperformed England as a whole, and in the last few years has been consistent with that observed in South-East England.

2.10. Passenger experience and priorities for improvement

Analysis of resident, business, and stakeholder views

Portsmouth City Council conducted its own research into the views of members of the public and businesses in summer 2021 regarding the bus network within Portsmouth as part of developing its Bus Service Improvement Plan, specifically:

- To understand the strengths and weaknesses of the local bus travel offer as seen by users,
- Identify the key areas for improvement to prioritise in the long and short-term and
- To measure satisfaction levels of bus users.

The BSIP public consultation survey is described in Appendix E. As a result of the survey, it was found that:

- Both users and non-users identified potential areas for improvement,
- Users are far more satisfied than non-users (37% compared to 7%) who are more likely to give a neutral rating of 'neither satisfied or dissatisfied' and
- Respondents with a disability (who are using the bus more frequently) are more satisfied than those with no disability.

Consultation with over 1,100 residents identified the following priorities for improvements, in order of importance:

- 1 Cheaper fares (64%)
- 2 All-operator tickets (61%)
- 3 More comprehensive services (59%)
- 4 Real Time Information provision at every stop (59%)

Following the review and summary of the Portsmouth BSIP survey and targeted in-depth interviews, the following aspects of bus services are identified for potential improvement in the BSIP:

- Fares
- Ticketing
- Service levels
- Travel times
- Reliability

2.11. Objectives

Table 1 sets out the objectives for the Enhanced Partnership and how the EP will work towards achieving these objectives.

Table 1 – Bus Service Improvement Plan Objectives

Objective	How We Will Achieve This
Shorter bus travel times	Bus priority measures <ul style="list-style-type: none"> - Bus lanes - Citywide traffic signal control - Smart priority for buses at signals - Whole route priority for the core high-frequency routes - Improved bus stop layout design to enable quick bus entry and egress and improved passenger accessibility Ticketing <ul style="list-style-type: none"> - “Tap on Tap off” account-based ticketing and more multi-operator fares to reduce bus stop dwell times by faster boarding Complementary measures <ul style="list-style-type: none"> - Increased bus lane enforcement - Parking restriction enforcement to reduce obstructions to buses in narrow streets and keep bus stops clear
Improved service reliability	Bus priority measures described above Ticketing measures described above Timely information on roadworks and diversions provided to bus operations managers Coordinated responses to delays with PCC Traffic Management Department

Objective	How We Will Achieve This
	"Hot spare" buses with drivers provided to run extra services to fill gaps in timetables arising from unplanned traffic incidents
More bus passengers	Reduced journey times – as per Objective 1 Improved reliability – as per Objective 2 Improved passenger information Reduced fares including for young people Better communications, marketing, and education for both users and non-users.
Higher bus passenger satisfaction	Reduced journey times – as per Objective 1 Improved reliability – as per Objective 2 Improved passenger information Individual measures

Details of these interventions and how they will be delivered are identified in the Bus Service Improvement Plan.

Targets have been identified for each of the objectives. Table 2 lists the Enhanced Partnership targets and proposals for interventions. This Enhanced Partnership will seek to identify and secure appropriate levels of funding from the National Bus Strategy and from other sources in order to deliver the schemes identified in this EP and in the BSIP as being required to deliver these targets.

⁹[Bus Service Improvement Plan \(portsmouth.gov.uk\)](http://portsmouth.gov.uk)

Table 2 - Enhanced Partnership proposals

Target	Outcomes	Summary of measures	Existing	Percentage increase on existing performance by 2025	Percentage increase on existing performance by 2030
Journey time	<p>1.1 Reduce average bus journey time by 10% compared to average car journey times in the year from March 2025.</p> <p>1.2 Reduce average bus journey time on buses operating on the SEHRT-designated routes within Portsmouth by 20% in the year from March 2025.</p>	<p>Bus priority More bus lanes. Citywide traffic signal control. Smart bus priority. Whole route bus priority. Improved bus stop layout design for faster entry and egress.</p> <p>Ticketing “Tap on Tap off” account-based fare payment to reduce bus stop dwell times by faster boarding. Expected saving of 8 seconds/boarding passenger resulting in 6% lower bus stop dwell time and 2% shorter journey times.</p> <p>Complementary measures Bus lane enforcement Parking restriction enforcement to reduce obstructions to buses in narrow streets.</p> <p>Further supporting measures Review of parking policy and provision Travel behavioural change programme Travel education in schools</p>	Transforming Cities Fund financed SEHRT Tranche 2 measures will reduce bus travel times by up to 5 minutes on some main north-south routes.	In the year from March 2025 - 10%	In the year from March 2030 - 20%

Target	Outcomes	Summary of measures	Existing	Percentage increase on existing performance by 2025	Percentage increase on existing performance by 2030
Reliability	2.1 Improve bus journey time reliability with 95% of services operating on time in Portsmouth from March 2025 onwards increasing to 97% by March 2030.	<p>The journey time reduction described measures in the row above will deliver greater consistency of journey times, which will translate into improvements in reliability.</p> <p>Other measures will include:</p> <p>Information provision regarding roadworks, traffic disruption and diversions to operators from the PCC Traffic Management department.</p> <p>“Hot spare” buses will be provided at key points to rapidly restore services disrupted by unplanned traffic incidents identified through the improved incident reporting system.</p>	<p>DfT BUS0902: on-time 90% (last recorded 2016/17).</p> <p>Recent analysis of data from RTI system shows 85% on-time (Jan - Aug in 2021).</p>	10% Improvement of on time journeys	2% Improvement of on time journeys

Target	Outcomes	Summary of measures	Existing	Percentage increase on existing performance by 2025	Percentage increase on existing performance by 2030

Passenger Numbers	<p>3.1 100% of pre COVID passenger number recovery by March 2025</p> <p>3.2 STRETCHED TARGET – 100% of pre COVID passenger number recover by March 2024</p> <p>3.3 110% of pre COVID passenger numbers by March 2030.</p> <p>3.4 STRETCHED TARGET – 115% of pre COVID passenger number by March 2030</p>	<p>The BSIP will address the priorities set out in the residents' consultation by addressing performance, ease of use, information, affordability, early morning, evening, and Sunday frequencies. These are all measures which have a proven record of success.</p>	<p>11.7m 2018/19 and 12m in 2019/20.</p> <p>Current patronage is c65% of pre-Covid level</p> <p>Assume 100% recovery by March 2025</p>	<p>Recovery to 2019/20 levels – 12m by 2025, with a stretched target by 2024</p>	<p>110% of pre COVID passenger numbers by March 2030, with a stretched target of 115%</p>
Target	Outcomes	Summary of measures	Existing	Percentage increase on existing performance by 2025	Percentage increase on existing performance by 2030
4. Average passenger satisfaction	4.1 Increase the percentage of customers very satisfied with the bus service by 10% from 53% to 58%, as measured by the Transport Focus Bus Passenger Survey	The most recent Transport Focus Bus Passenger Survey shows the overall score is very high at 92%, but within that metric, some aspects scored less well. Scores below 80% included:	Transport Focus Bus Passenger Survey Autumn 2019 reported 92% satisfaction.	95% overall user satisfaction in Passenger Focus Survey	95% overall user satisfaction in Passenger Focus Survey

	<p>4.2 Increase the percentage of bus users very satisfied or quite satisfied from 92% to 95% (Transport Focus Bus Passenger Survey) in surveys undertaken every 12 months for BSIP reporting</p> <p>4.3 We propose both an overall target as outlined above – and to focus on what is most important to customers by improving satisfaction by 5% in each of those areas by March 2025</p> <p>4.4 Seek to engage nonusers by better communication, marketing, and education.</p>	<ul style="list-style-type: none"> • Value for money (58%). Price was a prime source of dissatisfaction in Portsmouth’s own consultation for the BSIP. • Information provided inside the bus (74%) and • The temperature inside the bus (75%) • Devise individual measures to improve satisfaction with each of the above customer priorities by 5% by March 2025 <p>We intend to move the percentage of passengers being very satisfied as measured in the Bus Passenger Survey from 53% by 10% to 58%, and the satisfied from 92% to 95% This would put Portsmouth at or near the top of the range in the 2019 Bus Passenger Survey sample.</p>	<p>BSIP bus user survey reported 29% residents’ satisfaction.</p> <p>Users: 37%</p> <p>Nonusers 7%</p>	<p>5% customer satisfaction for each of the customer priorities</p>	
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------	--

3. PART 2 – EP SCHEME

THE PORTSMOUTH CITY COUNCIL ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY PORTSMOUTH CITY COUNCIL

3.1. Definitions

In this Enhanced Partnership Plan and any Schemes made pursuant to it, the following capitalised terms shall have the meanings ascribed to them below:

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Bus Operators or Operators	All operators running Qualifying Bus Services taken collectively.
Enhanced Partnership Scheme Variation	A variation of the EP Plan or EP Scheme as a result of the mechanism set out in Section 5. This will constitute a formal variation of the EP Plan or EP Scheme for the purposes of s.138E(1) of the 2000 Act.
Facilities	Those facilities referred to in Appendix A which shall be deemed such for the purposes of s.138D(1) of the 2000 Act.
Enhanced Partnership Board or EPB	The committee of selected Bus Operator representatives, Portsmouth City Council representatives, responsible for considering recommendations put forward by the Programme Board and making recommendations to Portsmouth City Council including specific Enhanced Partnership Scheme Variations.
Enhanced Partnership or EP	The Enhanced Partnership covering the geographic extent of the administrative boundary of the county of Portsmouth shown for identification purposes only on the plan at Figure 1.
Stakeholder Engagement Group or SEG	A stakeholder group convened and chaired by Portsmouth City Council, responsible for overseeing the work of the Programme Board and Enhanced Partnership Board and reviewing delivery by the Enhanced Partnership against its objectives.
Large Operator and Small Operator	Any Operator providing 10% or more of total scheduled bus service mileage within Portsmouth (excluding tendered services where the tendering authority takes the revenue risk) is classed as a Large Operator. Any other Operators operating less than 10% of total scheduled bus service mileage in Portsmouth are Small Operators. Where Qualifying Bus Services are provided by multiple operating companies or subsidiaries of the same owning group, they are to be considered to be provided by one Operator. For the avoidance of doubt, Portsmouth City Council will publish a list of Large Operators and Small Operators at the start of each Portsmouth City Council financial year.

Programme Board or PB	The committee of Bus Operators and Portsmouth City Council officers, responsible for considering all issues affecting the Enhanced Partnership, and making recommendations to the Enhanced Partnership Board in line with the Enhanced Partnership governance arrangements.
Measures	Those measures referred to in Appendix B which shall be deemed as such for the purposes of s.138D(2) of the 2000 Act.
Non-qualifying Bus Service	Services excluded from classification as Qualifying Bus Services.
Operator Objection Mechanism	As defined at The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018
Qualifying Bus Service	<p>A registered local bus service with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:</p> <ul style="list-style-type: none"> • Any schools or works registered local bus service not eligible for Bus Service Operators Grant; • Any cross-boundary registered local bus service with less than 10% of its route mileage within the Enhanced Partnership area, except where the Enhanced Partnership Board agree that there are particular reasons why its inclusion in the EP would be to the benefit of the EP's objectives defined in the EP Plan; • Any services registered for a period of six consecutive weeks or less; • Any services operated under section 22 of the 1985 Act; and • Any registered local bus service which is an excursion or tour. <p>For the avoidance of doubt, Portsmouth City Council will publish a list of Qualifying Bus Services at the start of each Portsmouth City Council financial year.</p>
Requirements	Those requirements placed upon Bus Operators identified as such within Appendix C which shall be deemed as such for the purposes of s.138C 2017 Act.
Task and Finish Group	A group appointed by the Programme Board to research and assess proposals for Facilities, Measures and Requirements and to prepare business cases setting out feasibility and costs on behalf of the Programme Board.

3.2. Section 1 – EP Scheme Content

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

- **Section 2** - Scope of the EP Scheme and commencement date
- **Section 3** - Obligations on the Local Authorities
- **Section 4** - Obligations on Bus Operators
- **Section 5** – Governance Arrangements

The EP Scheme has been jointly developed by Portsmouth City Council and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both Portsmouth City Council and operators of local bus services in the Portsmouth City Council administrative

area, in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

3.3. Section 2 - Scope of the EP Scheme and Commencement Date

3.3.1. Description of Geographical Coverage

The EP Scheme will support the improvement of all Qualifying Bus Services operating in the administrative area of Portsmouth City Council, as shown at Figure 1 of the EP Plan.

3.3.2. Commencement Date

The EP Scheme enters into force at the same time as the EP Plan, 8th December 2022..

3.3.3. Review and Duration

The EP Scheme has an end date of 1st April 2032. The EPB will review the EP Scheme at least annually on the anniversary of the commencement date and in line with reviews of the EP Plan in the years that these fall due. The Facilities, Measures and Requirements contained within it will be reviewed at least annually.

3.3.4. Exempted Services

The following types of local service are exempted from compliance with all of the requirements of the EP Scheme:

- Any schools or works registered local bus service not eligible for Bus Service Operators Grant,
- Any cross-boundary registered local bus service with less than 10% of its route mileage within the Enhanced Partnership area except where the Enhanced Partnership Board agree that there are particular reasons why its inclusion in the EP would be to the benefit of the EP's objectives defined in the EP Plan,
- Any services registered for a period of six consecutive weeks or fewer,
- Any services operated under section 22 of the 1985 Act and
- Any registered local bus service which is an excursion or tour.

3.4. Section 3 - Obligations on the Authority

3.4.1. Facilities

Existing Facilities maintained by Portsmouth City Council are shown at **Appendix A.1**. These consist of bus priority schemes, bus stations and interchanges, and bus stops.

Any change to the inventory of existing bus priority schemes or bus stations or interchanges outlined at Appendix A1 is subject to the governance mechanisms set out in Section 5

Facilities that have been agreed should be made and which have received any consents necessary from Portsmouth City Council for implementation, but which have not yet been implemented, are shown at **Appendix A.2**.

The full list of Facilities proposed under Portsmouth City Council's Bus Service Improvement Plan not included in either of the above appendices is shown at **Appendix A.3**.

3.4.2. Measures

Existing Measures provided by Portsmouth City Council are shown at **Appendix B.1**.

Measures should be made and which have received the necessary consents from Portsmouth City Council for implementation, but which have not yet been implemented, are shown at **Appendix B.2**.

The full list of Measures proposed under Portsmouth City Council’s Bus Service Improvement Plan not included in either of the above appendices is shown at **Appendix B.3.**

3.5. Section 4 - Obligations on Local Bus Operators

The existing Requirements on Bus Operators in providing Qualifying Bus Services are shown at **Appendix C.1.**

Requirements on Bus Operators that will apply at the making of this EP Scheme are shown at **Appendix C.2.** Further Requirements that may be agreed in accordance with the relevant governance arrangements from time to time are also shown at **Appendix C.2.**

The full list of Requirements proposed under Portsmouth City Council’s Bus Service Improvement Plan but not included in either of the above appendices is shown at **Appendix C.3.**

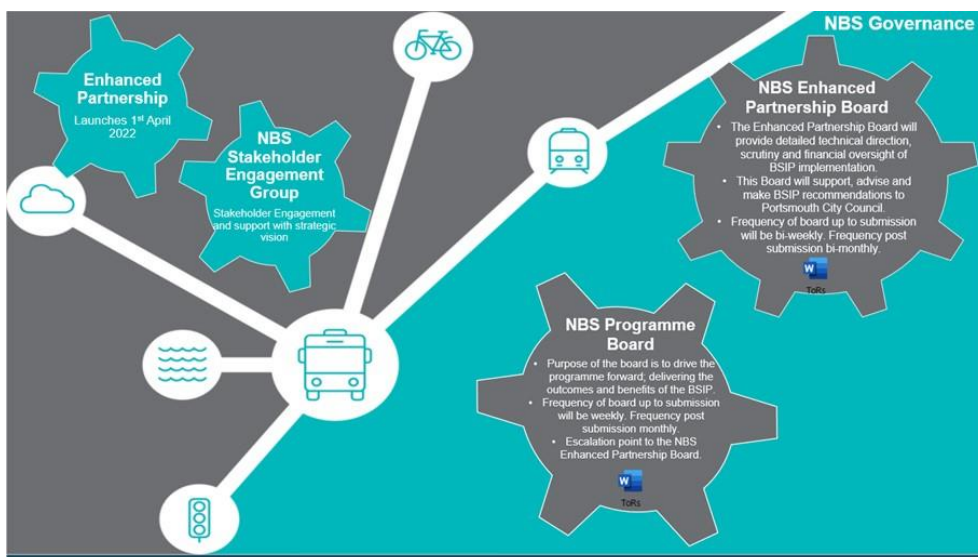
Requirements will apply to all Bus Operators in so far as is consistent with their other statutory obligations.

3.6. Section 5 – Governance Arrangements

3.6.1 Governance

The Enhanced Partnership will be governed by a three-tiered governance structure as shown in Figure 8 below, this Section 5 and in accordance with the terms of reference provided in Appendix D.

Figure 8 Enhanced Partnership Governance Structure



3.6.2 The Programme Board

The role of the PB will be to support and advise the EPB by developing proposals for the design and implementation of interventions in the form of Facilities, Measures and Requirements, drawing on Portsmouth City Council’s Bus Service Improvement Plan and receiving advice and proposals from the Stakeholder Engagement Group.

The PB will comprise of:

- one representative from each Large Operator;
- one representative appointed by South Hampshire Bus Operators' Association in accordance with its governance arrangements and notified in advance representing all Small Operators (if any);
- the chair who shall be held by Portsmouth City Council's Cabinet Member for Traffic and Transportation or their appointed nominee; and
- one representative of Portsmouth City Council.

Terms of reference of the PB are provided in Appendix D.1. and these shall be amended and updated as required in accordance with the terms of reference.

3.6.3 The Enhanced Partnership Board

The role of the EPB will be to review the proposals made by the PB and to provide detailed technical project direction and scrutiny on interventions within the Enhanced Partnership Plan and Enhanced Partnership Scheme as well as having oversight and direction of financial delivery and the monitoring and evaluation framework. In addition, the EPB will support, advise and make recommendations to Portsmouth City Council, drawing on Portsmouth City Council's Bus Service Improvement Plan, regarding any proposed changes to the Enhanced Partnership Plan and Enhanced Partnership Scheme.

The EPB will comprise of:

- one representative from each Large Operator;
- one representative representing all Small Operators appointed by South Hampshire Bus Operators' Association in accordance with its governance arrangements and notified in advance (if any);
- the chair who shall be held by Portsmouth City Council's Cabinet Member for Traffic and Transportation or their appointed nominee; and
- one representative of Portsmouth City Council.

Terms of reference of the EPB are provided in Appendix D.2. and these shall be amended and updated as required in accordance with the terms of reference.

3.6.4 Overview and Scrutiny

The overall oversight and scrutiny of the Enhanced Partnership shall be the responsibility of Portsmouth City Council.

3.7 Review of EP Scheme

3.7.1. Once the Scheme is made, it will be reviewed by the PB every six months following publication of data on progress towards targets, as required by the BSIP – this will ensure any necessary action is taken to deliver the targets set out in the BSIP. Portsmouth City Council will initiate each review.

3.7.2. The PB can also decide to review specific elements of the Scheme on an ad-hoc basis. PB members should contact Portsmouth City Council using the following email address

publictransportmanager@portsmouthcc.gov.uk explaining what the issue is and its urgency. Portsmouth City Council will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary PB members to gather more quickly.

3.8 Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme

3.8.1. Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations where this section is quoted will be subject to the bespoke voting mechanism set out in the terms of reference of the PB and EPB and the final approval by Portsmouth City Council. All Enhanced Partnership Scheme Variations other than the variations to the Obligations of Bus Operators (Section 4 of this Scheme) are subject to the final approval by Portsmouth City Council.

3.8.2. Variations to the Obligations of the Authority

3.8.2.1. Variations to the Obligations of the Authority (Section 3 of this Scheme) or Obligations of Bus Operators (Section 4 of this Scheme) may be made in accordance with the terms of reference of the PB and EPB and subject to the final approval by Portsmouth City Council as an exercise of the power under s.138E of the Transport Act 2000 and without reference to the statutory variation process.

3.8.2.2. On receipt of a request for a variation under this section, Portsmouth City Council will reconvene the PB, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed in accordance with the terms of reference of the PB, the PB will make a recommendation to the EPB to consider the proposed variation. If the proposed variation is agreed in accordance with the terms of reference of the EPB, the EPB will make a recommendation to consider the proposed variation. Portsmouth City Council will then make a decision in accordance with its governance arrangements. If the proposed variation is agreed by Portsmouth City Council, it will make the EP Scheme variation within seven working days and publish the revised EP Scheme on its website.

3.8.3. Variations to the Obligations of Bus Operators

3.8.3.1. Variations to the Obligations of Bus Operators (Section 4 of this Scheme) may be made in accordance with the terms of reference of PB and EPB as an exercise of the power under s.138E of the Transport Act 2000 and without reference to the statutory variation process.

3.8.3.2. On receipt of a request for a variation under this section, Portsmouth City Council will reconvene the PB, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed in accordance with the terms of reference of the PB, the PB will make a recommendation to the EPB to consider the proposed variation. If the proposed variation is agreed in accordance with the terms of reference of the EPB, Portsmouth City Council will make the EP Scheme variation

3.8.4. Tendered Services

3.8.3. Any tendered service on which Portsmouth City Council takes the revenue risk will not be subject to the Operator Objection Mechanism, consistent with the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 or approval by the PB or the EPB. within seven working days and publish the revised EP Scheme on its website.

3.9 Revocation of an EP Scheme

3.9.1. If Portsmouth City Council or another member of the EPB believes it is necessary to revoke the Scheme, the EPB will be reconvened and a formal recommendation to Portsmouth City Council will be made. If the decision is taken to revoke the Scheme, Portsmouth City Council will follow the legislative procedures for revocation.

3.9.2. If at any point in the future, any area covered by the Scheme is included in a bus franchising scheme, the relevant requirements set out in the Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

3.10 Data sharing and commercial confidence

Subject to the requirements of the Freedom of Information Act 2000, the Environmental Information Regulations 2004 and all other rules, regulations and legislation as may be in force from time to time, at all times each member of the PB, EPB and SEG will respect data confidentiality and the PB, EPB and SEG will maintain processes to maintain and respect commercial confidentiality as required. Should any member believe there has been a breach of confidentiality, they should raise this with the Public Transport Manager of Portsmouth City Council.

APPENDIX A: FACILITIES

A.1. Facilities – Existing

Bus Priority Schemes

The Portsmouth City Council provided bus lanes are listed below:

Road	Direction	Length (m)
Cosham Interchange Link	Eastbound	110
Portsmouth Road Link to Roundabout	Southbound	95
Lake Road	Eastbound	115
London Road Old London Road - Northern Parade	Northbound	380
Furze Lane Link	North & Southbound	370
St Helen's Parade Link	North & Southbound	50
St Helen's Parade	Westbound	130
London Road Hilsea (Bus stops link)	Northbound	105
Highland Road	East & Northbound	80
Commercial Road North Link	Northbound	100
Kingston Crescent Link	West & Southbound	135
Northern Road	Southbound	125
Baffins Road Link	Southbound	40
Commercial Road South / Edinburgh Road Link	North & Southbound	200
Mile End Road	Southbound	780
Edinburgh Road	Westbound	50
London Road Old London Road – Oakwood Road	Southbound	30
London Road Montague Road – Stubbington Avenue	Southbound	70
Fratton Road	Southbound	170

Bus Stations and Passenger Interchanges

Portsmouth City Council owns, manages and in some cases staffs the following bus station facilities:

- The Hard Interchange – large modern facility with 10 bus and 1 coach departure bays,
- Cosham Interchange – small facility with 3 bus stop bays, and
- Portsmouth Park & Ride site – modern facility with 665 parking spaces and 2 bus stop bays.

Bus Stops

As of May 2021, 555 bus stops in Portsmouth were maintained by Portsmouth City Council.

Shelters are provided at 343 of the stops. The shelters are the Trafalgar/Heritage type with seats and end panels but may be updated if 'green' roofs are introduced. The shelters are provided and maintained by Clear Channel under contract to Portsmouth City Council.

Bus Routes

The Enhanced Partnership will apply to the following bus routes, as at June 2022:

Service 1 (Commercial) (The Hard - City Centre - Fratton - Eastney - Southsea - South Parade Pier)

Service 2 (Commercial) (The Hard - City Centre - Albert Rd - St Marys Hosp - Copnor Rd - Hilsea - Cosham - QA - Paulsgrove)

Service 3 (Commercial) (Fareham - Portchester - Paulsgrove, QA Hospital - Cosham - North End - City Centre - The Hard - Southsea - South Parade Pier)

Service X4 (Commercial) (The Hard - International Port - Southampton Road - Portchester - Fareham - Locks Heath - Southampton)

Service 7 (Commercial) (Waterlooville - Crookhorn - Cosham - North End - City Centre - Winston Churchill Avenue)

Service 8 (Commercial) (Clanfield - Horndean - Cowplain - Waterlooville - Widley - Cosham - Stamshaw - City Centre - The Hard)

Service 12 (Supported) (Tipner - North End - Chichester Road - Fratton Way)

Service 13/14 (commercial Monday to Saturday, supported Sunday / bank holiday) (City centre - Fratton - Milton - Baffins)

Service 17 (not currently in service) (South Parade Pier - Eastney Road - St Marys - Copnor - Ocean Park)

Service 18 (Commercial) (South Parade Pier - Southsea - Fratton - North End - Cosham - QA Hospital - Paulsgrove - Hillsley Road)

Service 20 (Commercial) (Havant - Leigh Park - Crookhorn - QA Hospital - Cosham - Stamshaw - City Centre - The Hard)

Service 21 (Commercial) (Havant - Leigh Park - Bedhampton - Farlington - Anchorage Park - Copnor - Milton - Fratton - City Centre - The Hard)

Service 22 (Supported) (Farlington - Drayton - Cosham - Wymering - Highbury)

Service 23 (Commercial) (Leigh Park - Havant - Bedhampton - Farlington - Drayton - Cosham - North End - City Centre - The Hard - Southsea - South Parade Pier)

Service 25 (Supported) (Eastney - Southsea - Clarence Pier - Old Portsmouth - The Hard)

Real Time Information

As of May 2021, there were 246 real time displays including at 4 railway stations, journey planners at interchanges and 20 free-standing displays.

A.2. Facilities – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council

The following bus priority schemes have been funded by the Transforming Cities Fund (TCF) award of £56m to a partnership of Portsmouth City Council, Hampshire County Council and the Isle of Wight Council in 2020. Development work is in progress and delivery will take place in 2022/23.

- City centre north including Cascades Approach,
- Lake Road,
- City centre south including Isambard Brunel Road,
- Rudmore roundabout: Mile End Road northbound approach, and
- Spur Road roundabout, Cosham, including Southampton Road.

A.3. Facilities for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval

The following options are included in the Bus Service Improvement Plan for which indicative funding of £48.3m has been offered and will be prioritised for implementation, subject to new our updated feasibility assessments, when funding is confirmed. The review will incorporate the requirements of LTN 1/20 and audits of parking and impacts on established trees. The goal is to provide a joined-up network of bus lanes to maximise journey time benefits.

- Bus lanes on A2047 London Road/Kingston Road, North End,
- Bus lanes on A288 Hampshire Terrace, Landport Terrace and King's Terrace, Southsea,
- Bus lane or 2 general traffic lanes on St George's Road approaching Park Road, Portsmouth,
- Northbound contra-flow bus lane on Mile End Road,
- Westbound bus lane on Burrfields Road,
- Anchorage Road corridor - minor measures,
- Red surface treatment on all bus lanes,
- Bus priority at signals,
- Review the physical layout of local bus stops and redesign, fill in laybys/add boarders where needed to improve bus access/egress for passengers and buses.

APPENDIX B: MEASURES

B.1. Measures – Existing

The following measures are now provided:

- Real Time Information at 256 bus stops,
- Camera enforcement of five bus lanes,
- Shelters at 343 bus stops,
- Printed timetable information at all bus stops and
- Bus route map with details of service levels.

B.2. Measures – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council

The provision of 34 battery electric buses for use on routes 1 Portsmouth – Southsea and 3 Southsea – Fareham as well as routes 9/9A Fareham – Gosport has been approved following a funding bid by Portsmouth City Council, Hampshire County Council and First Bus for the Department for Transport's Zero Emission Bus Regional Area (ZEBRA) fund. The bid was approved by DfT in March 2022 with the buses due to enter service from March 2024.

B.3. Measures for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval

The following options are included in the Bus Service Improvement Plan for which indicative funding of £48.3m has been offered and will be prioritised for implementation when funding is confirmed.

- Camera enforcement on all bus lanes where required,
- Tow away of vehicles that are obstructing bus lanes/junctions,
- Network Management responsibilities to liaise with bus operators to manage delays and reduce impact on bus services,
- Tap on Tap off fare payment
- Simplified fare structure,
- Multi-operator "hopper fare" providing 90 minute unlimited travel
- Discounted fares for young people up to age 19, jobseekers, families and hard to reach groups,
- Marketing of the Solent Go multi-operator ticket,
- Early journeys on core routes from 0430 with last journeys at 2300 (0100 Friday and Saturday evenings)

- Journeys on Christmas Day
- Improved bus stop waiting environment and safe walking routes to the busiest bus stops.
- Improved interchange with rail and ferries at The Hard.
- Improved access to stops for passengers and buses.
- Improved information at every bus stop with network and fares information
- A programme for RTI at more stops
- Use conventional and Demand Responsive Transport to fill gaps in the network and for unserved sections of the community.
- Establish a Bus Passenger Charter to set standards, contact details and provide redress when things go wrong.

The theme here is to improve the visibility and accessibility of the bus network. Improvements are proposed for the first mile / last mile with safer, better lit, easy to use, routes for walkers, cyclists and those using a wheelchair. The stops themselves will be a place where people feel safe and happy to wait with seating and good information and stop layouts reconfigured to allow easy access for the bus and passengers to address the 30% of journey time buses spend at stops and the barriers facing bus users.

APPENDIX C: REQUIREMENTS

C.1. Requirements – Existing

Emission Standards

Bus Operator	Number of vehicles in fleet	Euro III	Euro IV	Euro V	Euro VI
First Hampshire & Dorset	152	2	6	10	134
Stagecoach South	76	4	0	15	57
Total	228	6	6	25	191
	Percent	2.6%	2.6%	11%	84%

Passenger Amenity on Vehicles

Bus Operator	Number of vehicles in fleet	Next stop audio announcements	Next stop visual announcements	WIFI	USB chargers
First Hampshire & Dorset	152	145	145	145	62
Stagecoach South	76	41	41	71	20
Total	228	186	186	216	82
	percent	81.6%	81.6%	94.8%	36%

C.2. Requirements – To be Approved for Implementation by the Enhanced Partnership Board and Portsmouth City Council

Timetable Change Dates

Operators will limit timetable changes for Qualifying Local Services on the following dates:

Proposal is for 1 date immediately prior to each school term date, 3 in total. Flexibility around term dates differing in different areas and different requirements in neighbouring authorities and connections with rail or ferry services

Simpler Ticketing

In advance of funding being made available for the aspects of Simpler Ticketing referred to in the BSIP, Operators will use reasonable endeavours to collaborate with Portsmouth City Council to:

- Make consistent existing ‘own-operator’ ticketing scheme boundaries in order to make the bus product simpler for passenger,
- Offer a common range of fare products, as well as commercial products, (though not the price),
- Where these don’t currently exist, develop carnet products to better meet the needs of part-time commuters and hybrid workers

- Extend the range of Solent Go multi-operator tickets

Approach to Operational Expenditure Savings

- Operators will ensure that spare vehicles released as a result of lower peak vehicle requirements following investment in bus priority measures (as set out in Appendices A3 and B3) will be redeployed to bolster frequencies on other key routes that have strong potential for passenger growth.

C.3. Requirements for consideration subject to funding, feasibility and Enhanced Partnership Board and Portsmouth City Council approval

Service levels

The bus operators will discuss planned changes to service levels with the Enhanced Partnership Board. The dates of timetable changes will be standardised as described in Section C2 above. Operators may wish to discuss changes individually with Portsmouth City Council on grounds of commercial confidentiality.

The operators will proactively investigate the following service improvements. They will work with Portsmouth City Council to establish whether they can be delivered commercially and, if not, the level of revenue support funding required.

- Daytime bus service frequencies to be increased, as resources permit.
- Hours of operation are to be extended to provide early morning and evening services, starting with the main routes.
- Sunday services are to be provided and increased where appropriate, particularly those aimed at the leisure travel market.
- New South East Hampshire Rapid Transit (SEHRT) express services will be introduced connecting the city with Fareham/Paulsgrove, Waterlooville and Leigh Park.

Improvements to Planning / Integration with Other Modes

The bus operators are to work with Portsmouth City Council to investigate and develop opportunities for seamless public transport journeys with rail and ferry operators, involving through ticketing and the coordination of timetables to provide connections. These facilities will be marketed by both the operators and the council as appropriate.

Improvements to fares and ticketing

Value fares

The bus operators will ensure that simple value fares across a smaller range of products are offered and key markets are targeted through fares designed to attract and maintain mode shift and improve mobility. The operators are to work with Portsmouth City Council to deliver the following improvements, subject to funding:

- Develop and, subject to funding, introduce specific promotions aimed at groups including under19s, job seekers, hard to reach groups and visitors to the city;
- Introduce an operator-capped "Tap-on Tap-off" fare payment system;
- Standardise fare stages between operators for journeys on common sections of shared routes; and
- A multi-operator "hopper" fare for up to 90 minutes of travel.

Improve bus information

The bus operators will ensure that network maps they produce include information on complementary services provided by other operators that highlight the travel opportunities available across the city. The operators are to work with Portsmouth City Council to deliver the following improvements, subject to the availability of any necessary funding:

- Continue to provide the existing printed timetable displays at stops;
- Update the printed timetable displays to inform passengers of any service changes;
- Promote established APPs with ticketing, journey planner and live bus arrival information;
- Provide appropriate data feeds to ensure up to date and accurate information is displayed at Real Time Information sites;
- Provide next stop announcements, including audio-visual displays and major attractions, on all new buses and upgrade existing vehicles in advance of forthcoming legal requirements;
- Support a fully functioning public transport journey planner such as Traveline; and
- Market and promote all their service improvements, fare promotions and other facilities as appropriate.

Passenger Charter

The bus operators are to work with Portsmouth City Council to develop, introduce and comply with a bus passenger charter in summer 2022. However, each operator will retain its own Conditions of Travel and will publicise the Passenger Charter on their own websites.

Higher specification buses

The bus operators are to work with Portsmouth City Council to deliver the following improvements:

- CCTV will be provided on all buses to provide enhanced on-board security;
- Make use of any available external funding to convert fleets to ultra-low and zero emission vehicles; and
- In line with upcoming statutory requirements, all new buses will have next stop screens and announcements installed. We see that upgraded information, on the bus, including connecting services and other modes as essential to provide in-journey reassurance to the new passengers we wish to attract. The retrofitting of these facilities to existing vehicles will be investigated.

Other

Marketing

The bus operators and Portsmouth City Council will work together to develop marketing initiatives and joint promotions. All improvements will be publicised where possible through a range of channels. In addition to marketing the new fares offers, we are eager to work with the bus operators to jointly promote events and venues in Portsmouth and Southsea and build travel confidence, for example for holders of concessionary passes to take their grandchildren out. In addition to conventional media, the City Council can use the RTI displays, as we do now for the Park and Float scheme which includes parking in Gosport, free bus travel to the ferry terminal and return ferry travel to Portsmouth. We have also an arrangement with our bus shelter contractor to use the large digital end advertising panels on the shelters when these are not booked for a commercial advert.

APPENDIX D: TERMS OF REFERENCE

D.1. Terms of Reference – Programme Board

Role and Duties

1. The role of the EPB will be to review the proposals made by the PB and to provide detailed technical project direction and scrutiny on interventions within the Enhanced Partnership Plan and Enhanced Partnership Scheme as well as having oversight and direction of financial delivery and the monitoring and evaluation framework. In addition, the EPB will review, consider and, where appropriate, approve any proposed variations to the Obligations of Bus Operators (Section 4 of this Scheme). The EPB will also support, advise and make recommendations to Portsmouth City Council, drawing on Portsmouth City Council's Bus Service Improvement Plan, regarding any proposed changes to Obligations of the Authority. In particular, the EPB will:

Review proposals brought to it by the Programme Board in respect of Facilities, Measures and Requirements, and any accompanying evidence and will be responsible for prioritising interventions for Facilities, Measures and Requirements proposed by the Programme Board against available spend as required;

Satisfy itself that any such proposals are sufficiently and appropriately evidenced;

Review proposals brought to it by the Programme Board for changes to the EP Plan and EP Scheme, and if content initiate the required process to make such changes;

Review the prioritisation process set out by the Programme Board;

Liaise with Portsmouth City Council regarding potential bids to external bodies for funding and ensure as far as possible that such bids reflect the priorities of the EP Plan and EP Scheme;

Liaise as required with the Programme Board in considering EP Plan and EP Scheme proposals and in providing direction as required from time to time on the content of the proposals and supporting evidence bases brought to it by the Programme Board;

Liaise with the Stakeholder Engagement and Programme Board on the forward work programme;

Recommend Portsmouth City Council to monitor outcomes against the stated targets and use this evidence to develop its policy in considering proposals brought to it by the Programme Board and the EPB; and

Have the power to consider and approve variations to the Obligations of Bus Operators (Section 4 of the Scheme) and also make recommendations to Portsmouth City Council regarding any proposed Enhanced Partnership Scheme Variations (including variations to the Obligations of the Authority (Section 3 of the Scheme)) and request that such recommendations are formally considered by Portsmouth City Council to implement any changes.

Membership

2.1 The PB shall comprise of:

2.1.1 one representative from each Large Operator;

2.1.2 one representative appointed by South Hampshire Bus Operators' Association in accordance with its governance arrangements and notified in advance representing all Small Operators (if any);

2.1.3 the chair who shall be held by Portsmouth City Council's Cabinet Member for Traffic and Transportation or the appointed nominee; and

2.1.4 one representative of Portsmouth City Council.

2.2 In the absence of the chair, the remaining members present at a PB meeting shall elect the remaining representative of Portsmouth City Council present to chair the meeting.

2.3 Any member may, if necessary, appoint its deputy to participate in the meeting and such deputy will have the same voting rights as his or her principal.

Attendance at Meetings

3.1 The PB shall meet at least twice per year.

3.2 The chair may, with provision for additional meetings as required to take decisions which in the opinion of the chair cannot be deferred to a scheduled meeting, call a PB meeting provided that a quorum can be achieved, with not less than one week's notice being given.

3.3 Only members of the PB have the right to vote at the PB meetings. Other non-members may be invited to attend all or part of any meetings as and when appropriate and necessary and with the agreement of the chair. The chair shall have the discretion to decide who, other than the PB members, shall attend and address the PB meetings.

3.4 One representative from each of Hampshire County Council and West Sussex County Council may attend the meetings of the PB but shall have no voting powers.

3.5 Meetings of the PB may be conducted when the members are physically present together or in the form of either video or audio conference.

3.6 The chair shall have the right to exclude any observer (non-member) from the meeting.

Notice of Meetings

4.1 Meetings of the PB shall be called by the chair at the request of any of the PB members.

4.2 Unless each member of the PB otherwise agrees, notice of each meeting confirming the venue, time and date, together with an agenda of items to be discussed, shall be forwarded to each member of the PB any other person required to attend no later than one week before the date of the meeting. Supporting papers shall be sent to the PB members and to other attendees as appropriate, at the same time.

4.3 The agenda of the PB meeting shall be set by the chair.

4.4 Any PB member may propose any item for inclusion on the agenda provided that such request:

4.4.1 is made in writing and sent to the chair in advance and not less than one week before the scheduled PB meeting; and

4.4.2 contains an explanation of how such item will fulfil or help to achieve the objective set out in the EP Plan and/or the EP Scheme;

4.5 Any member of the SEG and/or the EPB may propose any items to be included on the agenda provided that such requests are made in writing to the chair.

4.6 The PB may send notices, agendas and supporting papers in electronic form.

Quorum

5.1 The quorum necessary for the transaction of business at a PB meeting shall be two members, with at least one member being the representative of the Bus Operators and one member being either the chair or the other representative of Portsmouth City Council.

Voting

6.1 The representatives of the Large Operators represented at any meeting of the PB shall have 40% of the total votes. That 40% shall be apportioned according to the percentage share of scheduled mileage operated by each Large Operator present at the meeting.

6.2 The percentage of scheduled mileage operated by each Large Operator will be that which Portsmouth City Council publishes at the start of the financial year. In the event that a Large Operator's share of scheduled mileage changes by more than 5% during the course of the financial year, Portsmouth City Council will revise and re-issue its calculation.

6.3 The representative of the Small Operators represented at any meeting of the PB shall have 10% of the total votes. If there is no Bus Operator satisfying the requirements of a Small Operator and thus not represented at the meetings, then any such votes shall be distributed between all Large Operators and apportioned in accordance with paragraph 6.1 and paragraph 6.2 above.

6.4 The chair and the representative of Portsmouth City Council shall have the remaining 50% of the total votes.

6.5 In the event of a 50:50 vote, the PB will refer the matter to the EPB for decision. The chair shall not have the casting vote.

6.5 Any proposed variations to the Obligations of Bus Operators (Section 4 of the Scheme) have to be agreed unanimously by all members of the EPB.

6.6 Decisions of the PB shall be made by way of a vote through a show of hands

Minutes of the Meeting

7.1 The representatives of Portsmouth City Council shall minute the proceedings and resolutions of all PB meetings, including the names of those present and in attendance.

7.2 Draft minutes of PB meetings shall be circulated no more than two weeks after each meeting to all PB members. The minutes shall be approved at the next PB meeting.

7.3 Copies of the approved minutes shall also be distributed to all SEG members and Portsmouth City Council.

Review

8.1 The terms of reference will be reviewed on an annual basis.

8.2 Any member of the PB may propose changes to these terms of references.

8.3 Any changes to these terms of references shall be approved by the EPB.

D.2. Terms of Reference – Enhanced Partnership Board

Role and Duties

1. The role of the EPB will be to review the proposals made by the PB and to provide detailed technical project direction and scrutiny on interventions within the Enhanced Partnership Plan and Enhanced Partnership Scheme as well as having oversight and direction of financial delivery and the monitoring and evaluation framework. In addition, the EPB will support, advise and make recommendations to Portsmouth City Council, drawing on Portsmouth City Council's Bus Service Improvement Plan, regarding any proposed changes to the Enhanced Partnership Plan and Enhanced Partnership Scheme. In particular, the EPB will:

- Review proposals brought to it by the Programme Board in respect of Facilities, Measures and Requirements, and any accompanying evidence and will be responsible for prioritising interventions for Facilities, Measures and Requirements proposed by the Programme Board against available spend as required;
- Satisfy itself that any such proposals are sufficiently and appropriately evidenced;
- Vote on whether to proceed with making a recommendation to Portsmouth City Council to implement such a change and, if deemed appropriate, recommend that Portsmouth City Council, applying its normal statutory powers as required to deliver any such change, amend the Enhanced Partnership Plan and/or Scheme as appropriate,
- Review proposals brought to it by the Programme Board for changes to the EP Plan and EP Scheme, and if content initiate the required process to make such changes;
- Review the prioritisation process set out by the Programme Board;
- Liaise with Portsmouth City Council regarding potential bids to external bodies for funding and ensure as far as possible that such bids reflect the priorities of the EP Plan and EP Scheme;
- Liaise as required with the Programme Board in considering EP Plan and EP Scheme proposals and in providing direction as required from time to time on the content of the proposals and supporting evidence bases brought to it by the Programme Board;
- Liaise with the Stakeholder Engagement and Programme Board on the forward work programme;
- Recommend Portsmouth City Council to monitor outcomes against the stated targets and use this evidence to develop its policy in considering proposals brought to it by the Programme Board and the EPB; and
- Have the power to make recommendations to Portsmouth City Council and request that such recommendations are formally considered by Portsmouth City Council to implement any changes that may necessitate the variation to the EP Plan and EP Scheme.

Membership

2.1 The EPB shall comprise of:

2.1.1 one representative from each Large Operator;

2.1.2 one representative representing all Small Operators appointed by South Hampshire Bus Operators' Association in accordance with its governance arrangements and notified in advance (if any);

2.1.3 the chair who shall be held by Portsmouth City Council's Cabinet Member for Traffic and Transportation or the appointed nominee; and

2.1.4 one representative of Portsmouth City Council.

2.2 In the absence of the chair, the remaining members present at a PB meeting shall elect the remaining representative of Portsmouth City Council present to chair the meeting.

2.3 Any member may, if necessary, appoint its deputy to participate in the meeting and such deputy will have the same voting rights as his or her principal.

Attendance at Meetings

3.1 The EPB shall meet at least twice per year.

3.2 The chair may, with provision for additional meetings as required to take decisions which in the opinion of the chair cannot be deferred to a scheduled meeting, call a EPB meeting provided that a quorum can be achieved, with not less than one week's notice being given.

3.3 Only members of the EPB have the right to vote at the EPB meetings. Other non-members may be invited to attend all or part of any meetings as and when appropriate and necessary and with the agreement of the chair. The chair shall have the discretion to decide who, other than the EPB members, shall attend and address the EPB meetings.

3.4 One representative from each of Hampshire County Council and West Sussex County Council may attend the meetings of the EPB but shall have no voting powers.

3.5 Meetings of the EPB may be conducted when the members are physically present together or in the form of either video or audio conference.

3.6 The chair shall have the right to exclude any observer (non-member) from the meeting.

Notice of Meetings

4.1 Meetings of the EPB shall be called by the chair at the request of any of the EPB members.

4.2 Unless each member of the EPB otherwise agrees, notice of each meeting confirming the venue, time and date, together with an agenda of items to be discussed, shall be forwarded to each member of the EPB any other person required to attend no later than one week before the date of the meeting. Supporting papers shall be sent to the EPB members and to other attendees as appropriate, at the same time.

4.3 The agenda of the EPB meeting shall be set by the chair.

4.4 Any EPB member may propose any item for inclusion on the agenda provided that such request:

4.4.1 is made in writing and sent to the chair in advance and not less than one week before the scheduled EPB meeting; and

4.4.2 contains an explanation of how such item will fulfil or help to achieve the objective set out in the EP Plan and/or the EP Scheme;

4.5 Any member of the EPB may propose any items to be included on the agenda provided that such request are made in writing to the chair.

4.6 The EPB may send notices, agendas and supporting papers in electronic form.

Quorum

5.1 The quorum necessary for the transaction of business at a EPB meeting shall be two members, with at least one member being the representative of the Large Operators and one member being either the chair or the other representative of Portsmouth City Council.

Voting

6.1 The representatives of the Large Operators represented at any meeting of the EPB shall have 40% of the total votes. That 40% shall be apportioned according to the percentage share of scheduled mileage operated by each Large Operator present at the meeting.

6.2 The percentage of scheduled mileage operated by each Large Operator will be that which Portsmouth City Council publishes at the start of the financial year. In the event that a Large Operator's share of scheduled mileage changes by more than 5% during the course of the financial year, Portsmouth City Council will revise and re-issue its calculation.

6.3 The representative of the Small Operators represented at any meeting of the EPB shall have 10% of the total votes. If there is no Bus Operator satisfying the requirements of a Small Operator and thus not represented at the meetings, then any such votes shall be distributed between all Large Operators and apportioned in accordance with paragraph 6.1 and paragraph 6.2 above.

6.4 The chair and the representative of Portsmouth City Council shall have the remaining 50% of the total votes.

6.5 In the event of a 50:50 vote, the EPB will refer the matter to Portsmouth City Council for decision. The chair shall not have the casting vote.

6.6 Any proposed variations to the Obligations of Bus Operators (Section 4 of the Scheme) have to be agreed unanimously by all members of the EPB.

6.7 Decisions of the EPB shall be made by way of a vote through a show of hands

Minutes of the Meeting

7.1 The representatives of Portsmouth City Council shall minute the proceedings and resolutions of all EPB meetings, including the names of those present and in attendance.

7.2 Draft minutes of PB meetings shall be circulated no more than two weeks after each meeting to all EPB members. The minutes shall be approved at the next EPB meeting.

7.3 Copies of the approved minutes shall be distributed to all SEG members and Portsmouth City Council.

Review

8.1 The terms of reference will be reviewed on an annual basis.

8.2 Any member of the EPB may propose changes to these terms of references.

8.3 Any changes to these terms of references shall be approved by Portsmouth City Council.

D.3. Terms of Reference – Stakeholder Engagement Group

Role and Duties

1. The Stakeholder Engagement Group will:

- Consider the available evidence from Portsmouth City Council’s monitoring against the BSIP targets of patronage, journey time, reliability and passenger satisfaction;
- Consider how the Programme Board’s and Enhanced Partnership Board’s identification, development and delivery of Facilities, Measures and Requirements can assist in delivering outcomes against those targets and how these Facilities, Measures and Requirements meet the objectives of the EP;
- Receive meeting minutes from the Programme Board and Enhanced Partnership Board;
- Request agenda items for Programme Board and Enhanced Partnership Board meetings; and
- Liaise with the Programme Board and Enhanced Partnership Board on the forward work programme;

2. The Stakeholder Engagement Group will provide opportunities for discussing issues of all kinds affecting the Portsmouth bus network, consulting with and building consensus across the various stakeholders.

3. The SEG will monitor the achievements of the EP against its objectives, and it will monitor delivery against the targets set out in the EP Plan. SEG minutes and recommendations will be discussed at the PB and EPB meetings.

4. In addition, a Stakeholder Engagement Group will enable stakeholders in the bus network to monitor delivery and progress against targets and to provide scrutiny of the activities of the EPB and PB

Membership

5. Membership of the SEG will be voluntary and will comprise of one representative from each of:

- All Bus Operators running Qualifying Bus Services;
- Community transport operators, as established;
- Portsmouth City Council (Public Transport and Highways) to act as the chair;
- Portsmouth train operating companies;
- Ferry and hovercraft companies serving Portsmouth;
- Neighbouring Local Transport Authorities;
- Neighbouring local borough councils;
- Transport Focus, and any bus user groups in Portsmouth as may be constituted; and
- Hospital trusts, tertiary education establishments, Hampshire Chamber of Commerce and the Solent Local Enterprise Partnership.

6. The SEG may invite other external organisations to join the SEG on an advisory basis for fixed periods to provide specialist expertise.

Meeting arrangements

7. SEG meetings will take place not less than twice per year. SEG meetings will be arranged, chaired and minutes taken by the representative of Portsmouth City Council. Meeting length will vary according to agenda content but are ordinarily expected to be one to two hours.

8. Any business for a SEG meeting must be submitted in writing (by post or email) to the chair in advance for inclusion on the agenda. Any request for inclusion of items on the agenda must include an explanation of how they fulfil the objectives set out in the EP Plan.

9. Agendas and meeting papers (including a copy of minutes and outcomes of decisions taken at the previous EPB and PB meetings) will be circulated by Portsmouth City Council no less than one week in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next SEG meeting.

APPENDIX E: BSIP CONSULTATION SURVEY

E.1. The Survey

Portsmouth City Council has conducted a research survey in 2021 into the views of members of the public and businesses regarding the bus network within Portsmouth, specifically:

- To understand the strengths and weaknesses of local bus travel,
- To identify the key areas to prioritise in the long and short-term, and
- To measure satisfaction levels of bus users.

Two predominantly quantitative online surveys were released, one for business and one for members of the public. These were launched on Friday 23rd July and remained open until Sunday 22nd August. These were promoted through various marketing and communications to maximise consultation engagement. Additionally, 13 stakeholders were invited to take part in the in-depth qualitative interviews, but only four took part in the research. In total 1,133 people interacted with the main survey, 32 businesses with the business survey and four in-depth interviews.

E.2. Headline findings

As a result of the BSIP consultation survey, Portsmouth City Council found that:

- Satisfaction with local bus services in Portsmouth is divided, 29% of respondents are satisfied and 39% are dissatisfied,
- Users are far more satisfied than non-users (37% compared to 7%) who are more likely to give a neutral rating of 'neither satisfied or dissatisfied', and
- Respondents with a disability (who are using the bus more frequently) are more satisfied than those with no disability

Figure E1 below outlines the results of the question regarding satisfaction with local bus services in Portsmouth, with the key reasons for being satisfied or dissatisfied listed in Table E1.

Curiously, there are great differences in the results of the Transport Focus Survey and that conducted by Portsmouth City Council. These may be explained by the research design, as Transport Focus surveys are randomly sampled whereas Portsmouth City Councils research was based on self-selection of participants. Further research is required to establish the reasons for this difference.

Figure E1 Satisfaction results from BSIP survey

Q: *Satisfaction with local bus services in Portsmouth*

Base: Total sample (1,036) | Bus user (780) | Non-bus user (256) | Male (357) | Female (553) | Disability (156) | No disability (739)

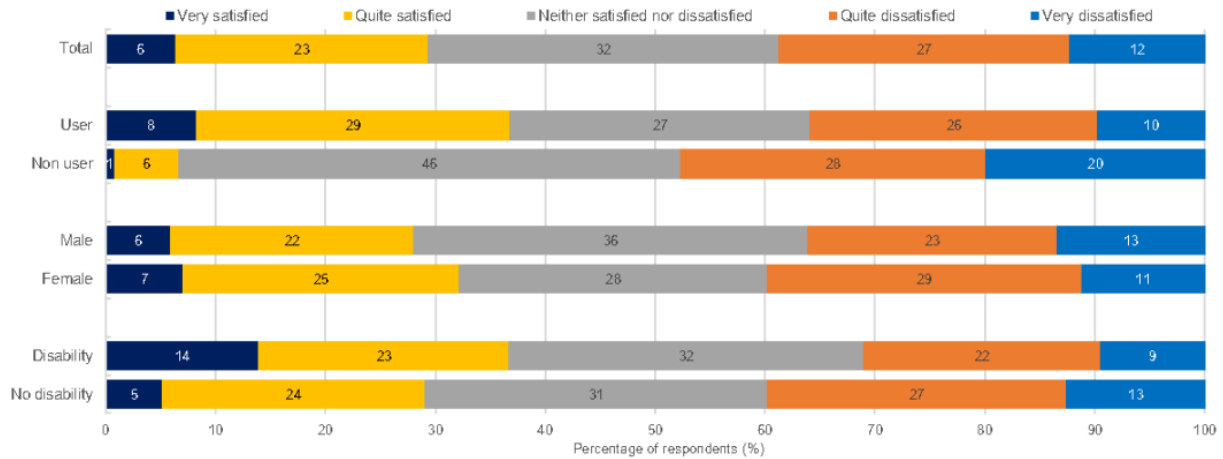


Table E1 - Reasons for level of satisfaction from BSIP survey

Key Reasons for being satisfied (304)		Key Reasons for being Dissatisfied (330)	
Reason	Percentage (%)	Reason	Percentage (%)
Good frequency / regular service / convenient	46	Do not use the bus regularly	25
Good route coverage	30	Cost / tickets	21
On time / reliable	12	Routes not comprehensive enough	15
Clean / comfortable	10	Generally good service /routes	11
Friendly / helpful bus drivers	7	Unreliable	1

END OF DOCUMENT

This page is intentionally left blank

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

Title of policy, service, function, project or strategy (new or old) :

Enhanced Partnership with local bus operators

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project or strategy?

As the Local Transport Authority, the council has decided to enter into an Enhanced Partnership (EP) with the local bus operators serving the city (cabinet agreement June 22 2021). The EP is to deliver the measures contained in the Bus Service Improvement Plan which the council has been required to produce under the Government's National Bus Strategy, published in March 2021. The two main

operators are Stagecoach South and First Hampshire, Dorset and Berkshire.

The aims of the BSIP and EP are to increase bus use and thereby deliver a wide range of economic, health and social objectives. Significant new Government funding is being made available, which is contingent upon the establishment of an ambitious EP. The EP aims to deliver shorter bus travel times, better service reliability, more passengers and greater passenger satisfaction.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Both the EP Plan and the EP Scheme have been prepared by Portsmouth City Council, through a survey of residents and businesses with over 1,100 responses and ongoing discussions and consultation with the Portsmouth bus operators (Stagecoach South and First Hampshire, Dorset and Berkshire), under the Transport Act 2000 (c. 38).

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will increase bus patronage. The numbers of bus passengers waiting at stops around the city will increase, thereby raising natural surveillance and enhancing personal security of both passengers and pedestrians.

The measures to improve pedestrian access to bus stops will also enhance personal security.

No negative impacts are anticipated.

How will you measure/check the impact of your proposal?

Through the monitoring of bus passenger numbers and also of security issues concerning passengers.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will increase bus usage, and some of the new passengers will be attracted from car travel and those staying at home.

New bus passengers who currently stay at home will benefit from additional exercise as they walk to/from stops. They will also gain mental health and quality of life benefits as they interact more with other people and become confident enough to participate in community activities and social groups.

Since bus passengers walk to/from their stops, compared with car users who can often park close to their home and destination, those switching modes will benefit from taking additional exercise.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored and passenger satisfaction surveys will collect data on previous travel patterns. No specific health surveys are anticipated through.

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will improve bus services, including travel times and reliability. Targetted fares reductions will be provided to make travel cheaper for families, young people, job-seekers and hard to reach groups. Buses are used by many people on low incomes as they often do not have the use of a car. Improvements to bus travel times will increase access to employment and education opportunities for users. This will be of benefit to those on low incomes as the range of opportunities available within a reasonable travel time from their homes increases. This will enable them to take better jobs.

Those with no educational qualifications will have better access to further education opportunities at centres such as Highbury College, which are close to the main bus routes. This will enable them to learn marketable skills.

Those unable to work will gain better access to community and leisure facilities, including libraries and leisure centres which are on bus routes. This will reduce their isolation and improve their quality of life.

How are you going to measure/check the impact of your proposal?

Public transport usage numbers will be regularly monitored. Some socio-economic data could be collected in the passenger satisfaction surveys.

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The Local Transport Plan, which underpins the Bus Service Improvement Plan which will be delivered through the Enhanced Partnership, has been subject to stakeholder engagement and public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups.

It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including women and people of different religions and/or ethnicities and races, are thought to feel more vulnerable. However, the EP will improve passenger security by increasing natural surveillance as passenger numbers rise. This, together with improved safety features at stops and on buses, should help to improve the safety of vulnerable users.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored. Personal security issues for bus passengers are continuously monitored by the Public Transport Team.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By improving bus services the EP will increase passenger numbers. Some of the new passengers will be attracted from car travel, thereby reducing car dependency. Since bus travel produces fewer carbon emissions per passenger-mile, greenhouse gas emissions from transport will be reduced.

A bid for funding through the National Bus Strategy of which the EP forms a part, could deliver new battery-electric buses to replace diesel powered buses on some of the busiest routes which would eliminate tail pipe emissions. As electricity is partly generated by renewal sources, this will increase the use of renewal energy in transport and thereby reduce greenhouse gas emissions from this sector.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored. Also, the passenger satisfaction surveys could collect data on users transferring from car travel. Traffic levels, including car numbers, in the city are also monitored.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>
<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By improving bus services the EP will increase passenger numbers. Some of the new passengers will be attracted from car travel.

There will therefore be a reduction in petrol consumption as some car journeys are avoided.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored. Also, the passenger satisfaction surveys could collect data on users transferring from car travel. Traffic levels, including car numbers, in the city are also monitored.

B - Environment and climate change	Yes	No
-------------------------------------------	------------	-----------

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

No impacts on the risks from flooding or extreme weather are anticipated.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No
-------------------------------------------	------------	-----------

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will complement and support regeneration strategies aimed at making places more attractive. These strategies could include

the provision of green space and equipping bus shelters with green roofs to aid biodiversity.

How are you going to measure/check the impact of your proposal?

The impact on the natural environment will be considered at all stages during the development of EP schemes.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By improving bus services the EP will increase passenger numbers. Some of the new passengers will be attracted from car travel, thereby reducing car dependency. Some car journeys will be avoided, thereby reducing car mileage. Since cars are a significant source of pollution as well as traffic congestions, these impacts will also be reduced. EP measures to reduce bus journey times and delays at stops will reduce congestion and improve air quality.

A bid for funding through the National Bus Strategy of which the EP is a part could deliver new battery-electric buses to replace diesel powered buses on some routes. These buses will have zero tailpipe emissions and will not consume fuel while stationary, which is also the case with the latest diesel buses with start/stop technology, and will therefore contribute towards reductions in pollution across the city.

How are you going to measure/check the impact of your proposal?

Whilst difficult to specifically measure the impact had by individual transport schemes, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP measures will improve the attractiveness and accessibility of public transport.
The EP measures include improvements to pedestrian access to bus stops, which will include safety enhancements.
EP measures will make access to stops easier for pedestrians and cyclists to make the first mile/last mile more suitable for active travel and improved bus services will attract some new passengers from car travel, thereby reducing car mileage, helping to improve safety for cyclists and pedestrians.

How are you going to measure/check the impact of your proposal?
All potential EP highway measures will be assessed for their possible impacts on road safety before delivery as part of their design.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

No impacts on waste management are anticipated.

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will improve bus services increasing their attractiveness. This will improve the accessibility for events and attractions for visitors and residents travelling by bus.

The reductions in congestion and pollution, resulting from a mode shift from car to bus, will make Portsmouth a safer and more appealing place for residents to live and work, and for people to visit and reduce damage to historic buildings.

How are you going to measure/check the impact of your proposal?
Through engagement with culture and leisure and bus operators.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The EP will reduce bus travel times and improve service reliability. Together with targetted fares reductions, this will improve access to employment and educational opportunities for local residents. The quicker bus travel times will increase the numbers of jobs (including better paid jobs) available to residents within a reasonable commuting time from their homes. This will enable residents to improve household income.

reduced travel and waiting times. This will provide opportunities for residents to obtain or upgrade their skills and qualifications, and thereby increase their earning potential.

Some additional bus driving jobs are likely to be created to enable service frequencies to be increased. Improved public transport will increase access to city businesses and stimulate employment growth in the retail and hospitality sectors.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored. The passenger satisfaction surveys will collect data about journey purposes.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Traffic congestion is a barrier to growth in the region, reducing this through modal shift from car to bus will encourage development in the city. Improving public transport connectivity and access will enable lower income and isolated residents to access the employment market, and the shorter journey times will widen the labour market catchment available for employers.

How are you going to measure/check the impact of your proposal?

Bus passenger numbers will be monitored. The passenger satisfaction surveys will collect data about journey purposes.

Q8 - Who was involved in the Integrated impact assessment?

James Nevell
Peter Shelley

This IIA has been approved by:

Contact number:

Date:

This page is intentionally left blank

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet meeting for member for Traffic & Transportation.
Date of meeting:	8 th December 2022
Subject:	Portsmouth Supported Bus Services
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Peter Shelley, Transport Development Manager
Wards affected:	All wards except Hilsea and Paulsgrove
Key decision:	Yes
Full Council decision:	No

1.0 Purpose of paper:

The purpose of this paper is to seek agreement to further extend the five existing supported bus contracts from 31 July 2023 to 28 October 2023 and have the powers to fund any bus withdrawals following the end of Bus Recovery Grant in March 2023 on a short-term basis. [A report was previously presented to the cabinet member on the 28 July 2022 on Portsmouth Supported Bus Services.](#)

2.0 Recommendations:

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

- 2.1 Approves to extend the current supported bus service contracts from 31 July 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to complete the extension.**
- 2.2 Notes that waiver approval will need to be sought from Procurement and Legal Services in respect of the proposed extensions to the contracts set out above, in accordance with the Council's Contracts Procedure Rules.**
- 2.3 Approves the development and implementation by the Transport Service supported by Procurement and Legal Services, of a procurement strategy to re-tender the bus contracts. This procurement strategy will be informed by demand, developing local & national policy, peer review and soft market testing with bus operators.**
- 2.4 Approves the use of Portsmouth Bus Service Improvement Plan (BSIP) expenditure to enhance services 13, 14 and 25 following investigation of options as detailed in the Portsmouth BSIP. To delegate authority to the**



Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes to enhance services.

2.5 To procure any necessary local bus services following the ending of Bus Recovery Grant in March 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with Cabinet Member for Traffic and Transportation and Section 151 Officer.

2.6 Notes that a paper will be brought back to a Traffic and Transportation Cabinet meeting following the completion of the procurement process to re-tender the contracts and recommend awards. This paper would also deal with any short-term procurements following the cessation of Bus Recovery Grant in March 2023.

3.0 Background

3.1 The Transport Act 1985 outlines the statutory duty and powers of Portsmouth City Council, to consider the provision of bus routes where there are no commercial services, but there is demand from residents and visitors who otherwise would be unserved by public transport.

3.2 Portsmouth has a relatively compact bus network, which has been facilitated by previous investment, which is planned to continue through Southeast Hampshire Rapid Transit (SEHRT) and the National Bus Strategy, including bus priority, a comprehensive Real Time Passenger Information (RTPI) offer and good on street bus infrastructure. However, the commercial public transport network has been impacted significantly since the COVID pandemic, as ridership levels have not yet returned to pre pandemic levels.

3.3 Portsmouth City Council currently subsidises bus services 12,13/14 (on Sundays/bank holidays), 22 and 25. These routes cover large residential and commercial areas of the city which otherwise do not benefit from a bus service. These routes provide essential travel links for those residents not served by the commercial bus network, which have been identified through proactive consultation exercises and feedback from the public.

3.4 All Portsmouth City Council supported bus contracts were awarded through a competitive tender in 2016. At the decision meeting of the Cabinet Member of Traffic & Transportation in December 2021, approval was given for the extension of all five existing supported bus service contracts from 1st January 2022 up to 31 December 2022. This was due to continued uncertainty of the effects of Covid and awaited announcement of the Bus Service Improvement Plan funding. The extension was also subject to approval of a waiver by Procurement and Legal, which was given in December 2021.

3.5 At the meeting of the Cabinet Member for Traffic and Transportation in July 2022 permission was given to extend the local bus tenders to 31 July 2023 to progress the procurement process and to deal with the emerging financial impact of the



network review which was initiated by the Department for Transport. Table One below details the contract history.

Route	Operational information	Contract awarded	Extended	Further extension	Further extension	Further extension
12	Days of Operation: Monday - Saturday Frequency: hourly off peak Route Description: Tipner - North End - Chichester Road - Fratton Way	January 2019 until 30 December 2020.	To 31 March 2021 (see report 18/9/2020)	To 31 December 2021 (see report 25/2/2021)	To 31 December 2022 (see report 13/12/2021)	To 31 July 2023 (see report 28/7/2022)
13/ 14	Days of Operation: Sunday/ Bank Holidays Frequency: 2 hourly Route Description: City Centre - Fratton - Milton - Baffins	January 2019 until 30 December 2020.	To 31 March 2021 (see report 18/9/2020)	To 31 December 2021 (see report 25/2/2021)	To 31 December 2022 (see report 13/12/2021)	To 31 July 2023 (see report 28/7/2022)
13/ 14	Days of Operation: weekday Frequency: 2 hourly Route Description: City Centre - Fratton - Milton - Baffins	1 October 2022 to 31 July 2023 (see report 28/7/2023)				
22	Days of Operation: All days of the week Frequency: Every 70 minutes Route Description: Highbury - Cosham - Drayton - Farlington	January 2019 until 30 December 2020.	To 31 March 2021 (see report 18/9/2020)	To 31 December 2021 (see report 25/2/2021)	To 31 December 2022 (see report 13/12/2021)	To 31 July 2023 (see report 28/7/2022)
25	Days of Operation: All days of the week Frequency: Every 45/90 minutes Route Description: The Hard - Old Portsmouth -	30 August 2020 until 31 March 2021		To 31 December 2021 (see report 25/2/2021)	To 31 December 2022 (see report 13/12/2021)	To 31 July 2023 (see report 28/7/2022)



	Southsea Shops - Devonshire Avenue - Eastney - Hayling Ferry					
--	-----------------------------------------------------------------------	--	--	--	--	--

- 3.6 This was after an extensive review of consultation regarding the offer on the tendered bus services contained within the paper which included on-bus surveys, public consultation via the BSIP and Councillor focus groups. The outcome of the survey was a desire to maintain the general level of service but to examine the opportunity for additional evening buses, smaller vehicles and adopt clockface frequencies.
- 3.7 However, PCC are now seeking a further extension on the July decision due to reflecting on the ability to deliver against the tight procurement timescales and additional reasons set out in this report. This further extension will enable effective competition as it will allow enough time to establish an operation, recruit drivers and source appropriate vehicles. This will allow a decision to be made at a subsequent Traffic & Transportation meeting with an award to commence on 28 October 2023.
- 3.8 First Solent identified several routes which would require financial support on the cessation of Bus Recovery Grant, (originally due to end in October 2022). However, in August 2022 the government identified new funding for the Bus Recovery Grant and this would be extended to the end of March 2023. This allowed operators to continue services with a reduced need for financial support than thought at the Cabinet Member for Traffic and Transportation meeting in July 2022. This was an additional £20 000 for service 22, £41 000 for the weekday service 13/14, (prices per annum) from October 2022.
- 3.9 The ending of Bus Recovery Grant in March 2023 may lead to a further reduction of commercial local bus services in Portsmouth from April 2023. First Bus have however committed to continue to provide tendered local bus services with the Network Review prices above to October 2023, (with a contractual inflationary increase which is standard in PCC local bus contracts).
- 4.0 National Bus Strategy**
- 4.1 National Bus Strategy, Bus Back Better published in March 2021 sets out a new approach to the provision of bus transport in England outside of London. It outlined requirements for local transport authorities to improve punctuality, reliability and to review supported bus provision. The Council is responsible for the timetabling and routing of supported services.
- 4.2 The National Bus Strategy places new responsibilities on Local Transport Authorities (LTAs) to enter into an Enhanced Partnerships (EP) with bus operators and to set ambitious and measured targets to deliver improvements to bus services and to the city through a Bus Service Improvement Plan (BSIP).



- 4.3 Portsmouth City Council were successful in receiving an indicative allocation of £48.3m for their BSIP which identifies how bus services should be improving public confidence and addressing misconceptions to encourage people to use the bus. The funding will be used to enhance services, improve infrastructure and consider changes to fares and ticketing. BSIP funding cannot be used for the support of existing provision of supported bus services but can improve them.
- 4.4 The Portsmouth BSIP includes scheme 24 which outlines a project to improve socially beneficial connections and specifically mentions east west links, (amongst other possible schemes). This has total funding over the three years of £1.3 million for 2022 to 2025. This could be used for additional buses on the supported local bus network improving frequencies and a longer operating day.
- 4.5 Portsmouth has also been successful in attracting government investment for the improvement of local bus services through Transforming Cities funding for the SEHRT 2nd tranche of schemes worth £55.6m, and £6.5m for the electrification of bus services jointly with Hampshire County Council and First Bus through Zero Emission Bus Regional Area (ZEBRA) funding award. Whilst the Council has been successful in attracting external funding through the aforementioned awards, it should be noted that this is against a backdrop of pressure on commercial service provision. This is in the line with pressures on all local bus services across England due to the effects of the pandemic, to the fuel price increase and driver shortage.
- 5.0 **Reasons for recommendations**
- 5.1 The Council wishes to extend the waiver to ensure that the procurement process is completely fair to all bus operators who may engage in the tendering process for the contract. There is a concern that a shorter timescale would give an advantage to the existing operator which could lead to the detriment of ensuring best value for effective competition.
- 5.2 The supported bus network will now include service 13/14 on Mondays to Saturdays which was identified following the "Network Review" process required by the Department of Transport to identify commercially unsustainable local bus services.
- 5.3 The ending of Bus Recovery Grant in March 2023 may also result in further withdrawals from the commercial bus network, although no changes have been registered at present.
- 5.4 The Portsmouth BSIP gives the opportunity for investment in additional services and the restructuring of supported local bus services. This could result in lower tender costs or the return of services to the commercial market, (for services increased to three buses per hour or more).



- 5.5 To provide continuity of essential services for residents, to give time for the supplier market to stabilise after the impact of the pandemic and to allow thorough investigation of a procurement strategy to re-tender the contracts.

6.0 Integrated impact assessment

- 6.1 An Integrated Impact Assessment is found in Appendix B and identifies the following impacts:
- The supported bus services improve quality of life and mental health for those who may be isolated without them.
 - The continuation of the supported services until October 2023 will support those protected characteristics who utilise the services particularly gender, age and disability.
 - The continuation of supported bus services until October 2023, supports modal shift from private car and supports cleaner air.
 - Some services may support individuals in accessing employment.

7.0 Procurement implications

- 7.1 The procurement implications as discussed with the Assistant Director Procurement have not altered since the paper to T & T on the 28 July. These are the following:
- 7.2 Due to the continued uncertainty in respect of government funding streams and impacts of the National Bus Strategy, combined with the required procurement timescales and required timescales for registering services, it has not been possible to deliver and undertake an open tendering process.
- 7.3 Whilst this is not the first extension that has been granted via waiver, the justification for each extension has included a balanced assessment of risks, accounting for variables outside of the Council's control and considered the overall position of market suppliers.
- 7.4 As the extension of the contract is only for a relatively short period and a procurement process will be undertaken from a greater position of certainty than could be previously achieved, it is not considered that there is a high risk of challenge from the market.
- 7.5 Whilst a further waiver is required this will be supported by Procurement who are ready, along with Legal Services, to work with the Service to develop the procurement strategy that will be used to re-tender the contracts before the end of the extended term proposed.



8.0 Legal implications

- 8.1 The Council has a duty under the Transport Act 1985 ("TA") "to secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the city which would not in their view be met apart from any action taken by them for that purpose".
- 8.2 To secure the duty, the Council can enter into agreements for the provision of service subsidies, but this is limited to where the service would otherwise not be provided to a particular standard but for the subsidy. "Standard" in this instance meaning the frequency or timing of the service, the days or times of day the service is provided and the vehicles used to provide the service.
- 8.3 The exercise of the power by the Council is conditional on a competitive tender being undertaken, which must have consideration for a "combination or economy, efficiency and effectiveness" and "the reduction or limitation or traffic congestion, noise or air pollution". These agreements must not exceed 8 years.
- 8.4 Other than the daytime route 13/14 (addressed below), it should be noted that the Council has not lawfully procured any of the subsidised services since 2019. This exposes the Council to legal, financial and reputational risk until they are re-tendered, or the non-compliant subsidy is withdrawn.

Commercial routes becoming subsidised services

- 8.5 The Council is not required to competitively tender for subsidised services where the subsidy is urgently required for the purpose of maintaining an existing service.
- 8.6 The Council must however invite tenders for the provision of the subsidised service as soon as possible. Any agreement entered into which is exempt from the tender process, may only remain in force for a period of 3 months after the tenders have been received as part of the tender process.
- 8.7 The Council relies on this power to subsidise the daytime route 13/14. As such the Council must ensure that this route is subject to competitive tender as soon as possible.

General procurement requirements

- 8.8 These services are standard services under the Public Contract Regulations 2015 ("PCR") and so the Council must procure the services in accordance with Part 2 of PCR.

9.0 Director of Finance's comments

- 9.1 The cost to extend the Supported Bus Service contract for an additional 3 months from 31st July 2023 will be £54,000.
- 9.2 Additional support identified in the Revised Network Review will cost £61,000, bringing the total subsidy requirement identified in this report to £115,000.

- 9.3 The current supported bus services including the extension will be funded from external government grants in the first instance. Any cost in excess of the grants available will be funded through the Parking Reserve. The recommendations in this report will result in an additional £51,000 being called down from the Parking reserve. If the Council are successful in securing future government grants, the amount of funds required from the Parking Reserve will reduce accordingly.
- 9.4 Any enhancements to the bus service 13, 14 and 25 will be full costed before they are implemented to ensure they are affordable, meet the criteria set out in the BSIP grant conditions and will not impact the Council's budgets.

.....
Signed by:

Appendices:

Appendix A - Supported bus service route maps

Appendix B - Integrated Impact Assessment (IIA)

Background list of documents: Section 100D of the Local Government Act 1972

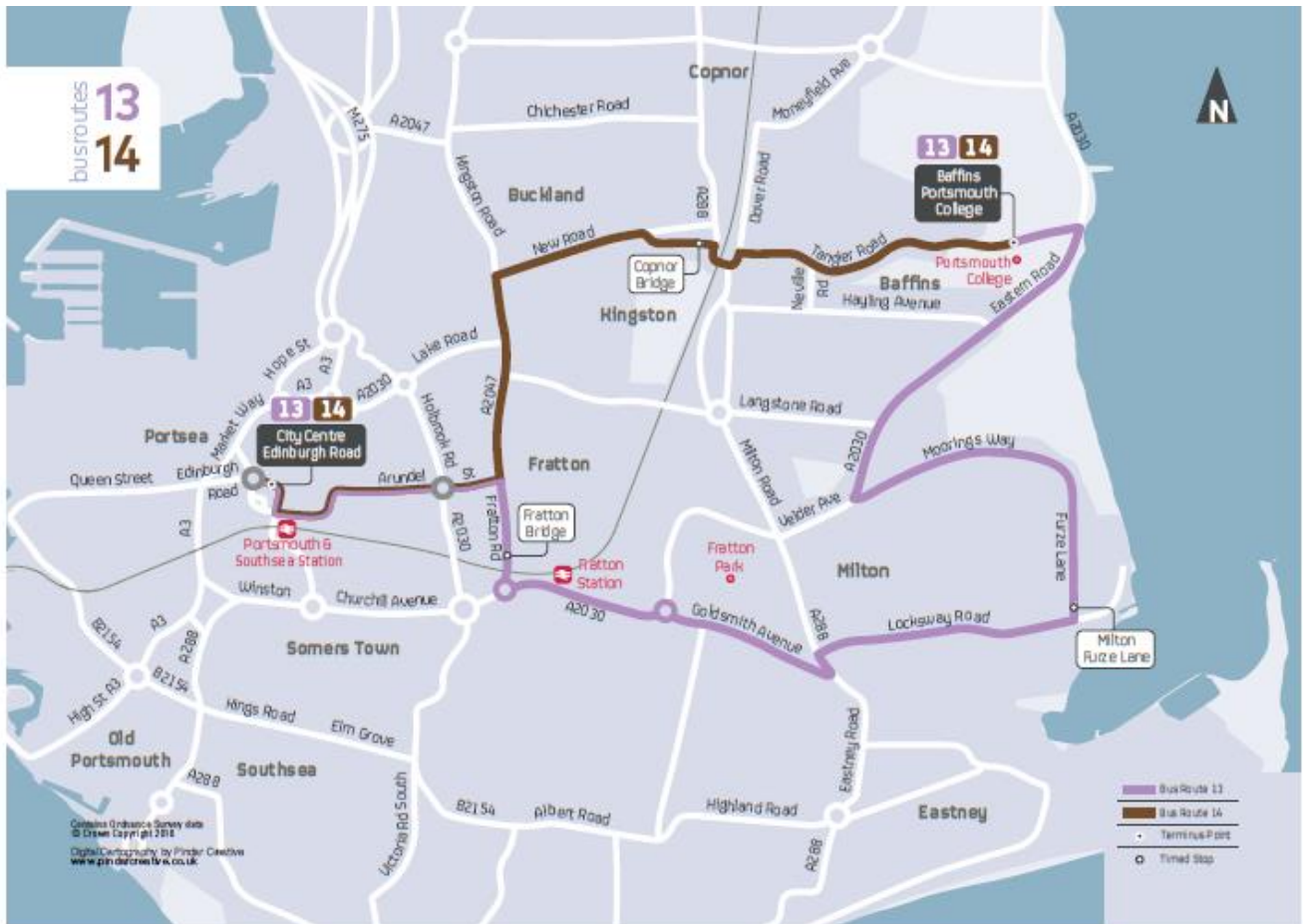
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Portsmouth supported bus services - contract extensions. Report to Cabinet Member for Traffic and Transportation, 13 th December 2021	Agenda for Cabinet Member for Traffic & Transportation on Monday, 13th December 2021, 4.00 pm Portsmouth City Council
Portsmouth supported bus services. Report to Cabinet member for Transport and Transportation July 2022	Agenda for Cabinet Member for Traffic & Transportation on Thursday 28th July, 4:00pm Portsmouth City Council.
Portsmouth's Bus Service Improvement Plan (BSIP)	Public transport - Travel Portsmouth
Bus Back Better	Bus back better - GOV.UK (www.gov.uk)

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

.....
Signed by:

Service 13/14



Service 22



Service 25



Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

Title of policy, service, function, project or strategy (new or old) :

Portsmouth supported bus services

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project or strategy?

Extension of current supported bus services until October 2023 with minor changes as necessary. Support bus services identified through network review.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

A supported bus service on-bus survey and interviews was undertaken to understand passenger needs. In addition to this a workshop and on-line survey was undertaken with Portsmouth Councillors, specifically for this review.

In addition to this previous surveys including the 2021 Bus Service Improvement Plan resident survey, Transport, Environment and Community Safety 2021

The results have informed the decision to extend the contract until October 2023 and will inform any negotiations on minor changes to these surveys.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How will you measure/check the impact of your proposal?

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The supported bus services improve quality of life and mental health for those who may be isolated without them.

Portsmouth City Council has a statutory duty under the Transport Act 1985 Act, to consider the provision of bus routes where there are no commercial services, but there is demand from residents and visitors who otherwise would be unserved by public transport.

Portsmouth has a relatively competitive bus network which has been facilitated by previous investment and is planned to continue through SEHRT and the National Bus Strategy including bus priority, a comprehensive Real Time Passenger Information (RTPI) offer and good on street bus infrastructure. This has ensured that commercial operation is the norm across the densely populated urban conurbation. However, the councils amount of supported services has increased due to commercial withdrawals in the bus network, in particular since the COVID pandemic.

Portsmouth City Council currently subsidise bus services 12, 13/14, 22 and 25. These routes cover large residential and commercial areas of the city which otherwise do not benefit from a bus service. The current supported bus network has evolved through responding to commercial network withdrawals by bus operators over several years. All public transport council supported bus contracts were awarded through a competitive tender for the period 2016 and 2019. At the meeting of the Cabinet Member of Traffic & Transportation in December 2021 approval was given for the extension of all five existing supported bus service contracts from 1st January 2022 up to 31 December 2022 due to continued uncertainty of the effects of Covid and awaited announcement of the Bus Service Improvement Plan funding.

To assist bus operators during the Covid pandemic the Government Covid Bus Service Subsidy Grant (CBSSG) in October 2020 was superseded by Bus Recovery Grant (BRG) in July 2021. This has been now extended to March 2023. There has since been uncertainty around funding for bus services with the future of the Bus Service Operator Grant (BSOG) being unclear. These challenges have led to a reduction in frequency of commercial services across Portsmouth, including key corridors.

In April 2022 the Department for Transport outlined the CBSSG would cease in October 2022 and asked all local transport authorities to undertake a "network review" with the local bus operators to ascertain which services would continue be impacted by this.

Following the network reviews with the bus operators, weekday journeys on service 13/14 will need financial support to keep the service going to its current timetable and additional support is being sought for the 22 if they are to continue with their current timetables.

The council will act to maintain the commercial and tendered bus services as present before a larger review for commencement in October 2023. The council will act to continue the general level of service, but may make small changes to ensure the most effective use of resources.

How are you going to measure/check the impact of your proposal?

We will be monitoring through the performance indicators of the LTP and the Portsmouth BSIP in relation to

- a) total bus patronage
- b) bus passenger satisfaction

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Local bus services have a disproportionate proportion of passengers that have protected characteristics as outlined by the Equalities Act 2010. A survey of passengers in Portsmouth revealed that tendered bus services carries 15% more women than males. Results also indicate a high use by older people (47% using senior concessionary pass) and 18% of people identify themselves as disabled.

How are you going to measure/check the impact of your proposal?

The continuation of the supported services until October 2023 will support those protected characteristics who utilise the services. Any negotiations which amend services will review the user groups that will be impacted and work with them to minimise this.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The services are extended until October 2023. Any minor negotiations may impact carbon emissions but this would not be expected to be significant.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Local bus travel is the most largest form of sustainable transport in the UK journeys on which are 50% more carbon effective than single car occupancy. The continuation of supported bus services until October 2023, supports modal shift from private car.

How are you going to measure/check the impact of your proposal?
We will monitor bus patronage levels

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposal allows the continuation of the current supported bus network until October 2023. This contributes towards the Vision of the Portsmouth Transport Strategy (LTP4) and the strategic objectives of transform public transport and deliver cleaner air.

How are you going to measure/check the impact of your proposal?
We will be monitoring through the performance indicators of the the Portsmouth Transport Strategy and the Portsmouth BSIP particularly in relation to:

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?
N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

NA

How are you going to measure/check the impact of your proposal?

NA

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

NA

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Some services may support individuals in accessing employment.

How are you going to measure/check the impact of your proposal?
Bus patronage figures and future origin/destination data.

Q8 - Who was involved in the Integrated impact assessment?

Danny Douglas - Strategic Transport Lead - SEHRT
Hayley Chivers - Interim Transport Planning Manager

This IIA has been approved by:

Contact number:

Date:

This page is intentionally left blank

Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 8th December 2022

Subject: TRO 43/2022: (SHIPWRIGHT'S WAY: HIGH STREET AND BROAD STREET) (BUS STOP AND WAITING RESTRICTIONS) (NO.43) ORDER 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. This report considers the public response to the proposed Traffic Regulation Order (TRO) for bus stop and waiting restrictions on High Street and Broad Street, Portsmouth.

2. Recommendations

In relation to the proposals promoted under TRO 43/2021, it is recommended that the Cabinet Member for Traffic and Transportation:

2.1 **Approves to relocate the existing bus stop clearing on High Street, Old Portsmouth, 5 meters further north-eastwards;**

2.2 **Approves to extend the no waiting at any time restrictions (double yellow lines) on Battery Row by 3.5 meters on both sides.**

2.3 **Approves to update the waiting and parking restrictions in the Order to match those on-street, covering the following lengths of road: Broad Street, Battery Row and High Street Old Portsmouth.**

3. Background

3.1 The Shipwrights Way, a 50-mile long-distance path linking Alice Holt Forest to Portsmouth Historic Docks, passes through Old Portsmouth. This section of the route provides a key link to the existing facilities on Pier Road and White Hart Road for those walking, wheeling or scooting.



Portsmouth

CITY COUNCIL

3.2 To ensure continuity of provision and to improve access along this route, Portsmouth City Council (PCC) have considered improvements to the highway at the junction of Battery Row and Broad Street. (appendix D)

3.3 The proposed design aims to improve pedestrian access to the area around the Square Tower and reduce road widths, with the intention of decreasing vehicle speeds and creating a safer environment for all users of the Shipwright's Way (appendix C). These designs follow feedback from internal and external stakeholders, ensuring they improve safety and respect the heritage of the area.

3.4 In order to accommodate the proposed design changes, TRO 43/2022 (appendix C) was developed to relocate the bus stop and amend the parking bays, facilitating improvements for walking and cycling at this junction.

3.5 The works will:

- Re-design the junction between Battery Row and Broad Street, comprising the reduction of the bell-mouth width to 6.5m, achieved by the installation of buildouts on both sides and the re-alignment of the central hatched area.
- Eastern buildout to be extended to the front of The Wellington (House number 62), providing a wider footway to accommodate the pavement licence and the re-aligned bus stop.
- Bus stop arrangement to take a form of a boarder with a length of 12m, where the buses stop in-line with the traffic flow.
- Enhancement of the pedestrian crossing over Battery Row, by the installation of 2no. uncontrolled crossings aligned with the desirable lines of the pedestrians.
- See Appendix C: for visual reference.

4. Consultation and notification

4.1 A statutory 21-day consultation and notification under TRO 43/2022 took place between 03 March 2022 and 23 March 2022.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received, with any comments received given due consideration. Appendix B contains the full representations received in response to the proposals.

4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, and on-street notices were displayed at affected locations, with copies posted to adjacent residential properties to raise awareness.



5. Consultation response

- 5.1 The consultation received one objection, based on the proposals for the Shipwright's Way footway build out (appendix B). The objector is concerned on several points that PCC address in response, including:

5.1.1 Lack of PCC engagement & Lack of continuity

Previous project managers have met with residents and Ward Councillors to discuss different options on this project, with many options considered. For the final design the Ward Councillors agreed on the scope of the consultation for the scheme. It was deemed that, owing to residents' prior knowledge of the scheme, and with the proposed design the only viable option, communication and engagement regarding the scheme design would be most effective via the official TRO process to which the objector commented.

5.1.2 Uncertainty around the precise route.

A map of the intended route will be published when the route in question is complete. This includes the diversionary route along Battery Row. HCC will be informed of this update and will be requested to update their map accordingly.

5.1.3 Information on the design and constraints used by PCC

The design criteria used for the scheme is based on the following:

- A complete and accessible route for those travelling on foot, by bicycle and by horse;
- The heritage status of the area and the materials requirements in relation to this;
- The need to maintain HGV access to The Camber; and
- A balance of all road user needs, ensuring the objectives of the Local Transport Plan 4 (LTP4) for prioritising walking and cycling, and supporting businesses and protecting assets have been met.

Several proposed traffic calming options have been considered through the various iterations of the design. This includes speed humps and Traffic Islands, which ultimately were ruled out due to conservation requirements. A build-out was considered and proposed as the final viable option, given the historic nature of the site. This was further developed to reduce the available carriageway width, encouraging lower speeds.

5.1.4 Conservation and heritage

PCC's Planning conservation officer has previously specified that any materials used should match the existing materials, with no additional features. This is to ensure that the construction is sympathetic to the streetscape and the historic nature of the Square Tower. The balance between road safety and heritage was met through consultation with the ward councillors as the representatives for residents, advice from the Planning Conservation Officer the Old Portsmouth guidelines and a road safety audit (RSA).

5.1.5 Need for safe road crossings

Unfortunately, the available space does not allow for a marked road crossing /refuge. The most popular place to cross is opposite Feltham Row and this is the favoured location for an engineered crossing point which is outside of the scope of this project.



6. Reasons for the recommendations

6.1 Shipwrights Way:

The TRO is proposed to extend the no waiting at any time restrictions (double yellow lines) on Battery Row by 3.5 meters on both sides, following the widening of the footway. There is no loss of parking. Additionally, it will update the waiting and parking restrictions in the Orders to match that which is on-street in the following lengths of road: Broad Street, Battery Row and High Street Old Portsmouth.

6.2 The proposed design will improve pedestrian access to the area around the Square Tower, reduce road widths and decrease vehicle speeds to create a safer environment for users of the Shipwright's Way and other visitors to Old Portsmouth.

6.3 The visibility of approaching traffic and emerging traffic when leaving the access road Battery Row will be improved by the footway build out along with the visibility of people crossing at the mouth of the junction.

6.4 A single objection was received. The objector is concerned on several points that have been responded to above in 5.1 (the full objection can be read below in appendix B).

6.5 The design, and supporting TRO, consider the wider requirements for conservation and road safety at this location. It incorporates views from both internal and external stakeholders and follows the advice set out in the Old Portsmouth guidelines (appendix E) and an independent RSA.

7. Integrated Impact Assessment

7.1 An integrated impact assessment has been completed and is attached to this report.

7.2 Within the IIA, Building out on the footway to reduce speeds in high street old Portsmouth will impact positively on the following sections:

Section A - Community Safety

A1 - Crime

A3 - Health

A5 - Equality & diversity

Section B - Environment and Climate Change

B1 - Carbon emissions

B5 - Air quality

B6 - Transport

Section C - Regeneration of the city

C1 - Culture and heritage



- 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."
- 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 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.
- 8.5 Where the order relates or appears to be likely to affect traffic on a road which is included in the route of a local bus service the operator of the service should be consulted at least 21 days before making the order and their views should be taken into account in determining whether or not to make the order.
- 8.6 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.
- 9. Director of Finance's comments**
- 9.1 The cost of the works is anticipated to cost £117,000. This will be funded from the Local Transport Plan (LTP) capital allocation approved by Council in February 2022.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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:
Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 43/2022

Appendix B: Public views submitted

Appendix C: Shipwrights way TRO Design.

Appendix D: Aerial of Battery Row and Broad Street. (Red Dots indicate build out locations.)

Appendix E: Old Portsmouth Guidelines

Appendix A: The public proposal notice for TRO 43/2022

THE PORTSMOUTH CITY COUNCIL (SHIPWRIGHT'S WAY: HIGH STREET AND BROAD STREET) (BUS STOP AND WAITING RESTRICTIONS) (NO.43) ORDER 2022

2ND March 2022: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect would be as follows:

1. To relocate the existing bus stop clearway on **High Street, Old Portsmouth**, 5 metres further north-eastwards
2. To extend the no waiting at any time restrictions (double yellow lines) on **Battery Row** by 3.5 metres on both sides, following the widening of the footway. There is no loss of parking.
3. To update the waiting and parking restrictions in the Orders to match that which is on-street in the following lengths of road: **Broad Street, Battery Row** and **High Street, Old Portsmouth**, making no changes on the public highway itself.

Copies of the draft Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Daniel Selby, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 43/2022 within 21 days of the date of this Notice (i.e. by **23rd March 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, including the name and address of the person submitting it, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B: Public views submitted

Objection to proposal

1. Resident, Old Portsmouth

Resident thanks PCC for the opportunity to comment on this TRO. Broadly, this is welcomed as an element of completing the Shipwrights' Way, however, we are limited in our ability to provide detailed comments because of the lack of engagement by PCC with the community in the preparation of these plans.

objectives

1. Complete the Shipwrights' Way long distance path that is sponsored by Hampshire County Council (HCC) and promoted by PCC.
2. Provide a well-marked, continuous, attractive, accessible and safe route through Old Portsmouth to connect with the end of the Shipwrights' Way at Victory Gate at The Hard.
3. Encourage sustainable leisure travel and eco-tourism.
4. Respect the unique nature of this heritage area.

Background

Long overdue. HCC declared the 50 mile long distance Shipwrights' Way open in 2013. There were two gaps: one on Army land near Bordon and the other in Old Portsmouth. The Army completed their section in 2016 and it remains a matter of civic embarrassment that for 10 years PCC has lacked the will and/or ability to complete the Old Portsmouth section.

Lack of continuity. Over the years members have participated in 4 or 5 onsite meetings with PCC officers to discuss the options for completion. Many options have been discussed considering road safety, convenience, conservation and cost; likely solutions have been suggested and then ... no feedback. The frequent changes of project manager and the consequent lack of continuity have exacerbated the lack of ongoing communication.

Uncertainty about the precise route. HCC has published a map of the Shipwrights' Way with alternatives where it passes through Old Portsmouth at <https://documents.hants.gov.uk/ccbs/countryside/shipwrightsway-section12.pdf> Unfortunately, the Shipwrights' Way has never been signposted or waymarked in Old Portsmouth. Accordingly, it is difficult for visitors to follow the correct route. The map shows a route along the south side of Grand Parade and turns sharp left into High Street for a short distance before crossing High Street into White Hart Road.

We discussed with PCC the option of routeing the Shipwrights' Way along Battery Row but as far as we know, no decision has been made, although it is inferred in the Statement of Reasons. It would have been useful if the plan published for the TRO showed PCC's preferred Shipwrights' Way route because this would have helped us to evaluate the practicality of the plans.

Need for safe road crossings. Crossing High Street is potentially hazardous.

- There is a long history of calls for traffic calming measures in this location going back to a RTI in the early 20th century.
- A RTI on 18 April 2015 involved a LGV speeding around the bend and hitting an adolescent who was crossing the road.
- In January 2022 a hit-and-run driver killed a pedestrian crossing the road by the Duke of Buckingham pub. Although the police report has not yet been published, it is likely that a factor was driver speed being far higher than the speed limit - the mean free-flow speed in High Street on weekdays between 0600 and 0700 is 26 mph, well above the speed limit and also in excess of the police discretionary enforcement threshold of 24 mph. we have been campaigning for a zebra crossing in that location for over 8 years. It should not need the fatality of a Vulnerable Road User for the highway authority to react with retrospective road safety measures.



It is vital that the Shipwrights' Way plans include provision for safe crossing of the road in this location and the infrastructure complies with LTN 1/20. We welcome the fact that PCC is seeking to reduce road dangers in this location but is not convinced that the published plan is the safest option. PCC is requested to share its internal notes and documents discussing the design options showing how PCC has balanced the various factors.

Lack of information on the design constraints used by PCC. We have studied the statement of reasons published on the PCC website. Nevertheless, this has generated additional questions. We have asked PCC to provide information on these points:

1. What is PCC's assessment of the road safety issues at this location?
2. What is the range of possible options and what criteria were used in finalising this design?
3. What traffic calming measures were considered on the bend where High St and Broad Street meet?
4. Can PCC provide a marked crossing/refuge so that pedestrians and cyclists (especially cyclists with tag-alongs) can cross safely in two stages?
5. What conservation principles were applied, and what balance did the designer strike between road safety and heritage?
6. What direction was given by PCC (e.g. Leader, cabinet members, directors, ward councillors, officers) about maintaining the number of on-street parking spaces?

We have yet to receive answers on these points, so it is difficult to provide fully informed comments on the design. The plan published contains some elements of what has been discussed with various officers but lacks others.

Need for safe pedestrian and cyclist crossings. PCC as the highway authority has a statutory duty under the Road Traffic Acts to provide for the safe movement of people and goods. We are keen to understand why PCC has selected this design and understand better how the design on the bend is expected to provide adequate safety for pedestrians and cyclists crossing from the Square Tower to White Hart Road. The drawings show that the footway will be built out and that white hatching will be moved slightly. However, paint doesn't constitute infrastructure! Instead of widening the footway, a better solution would be to provide a traffic island wide enough to accommodate the length of a tandem bicycle or an adult cycle towing a trailer for children. This idea has been suggested to PCC officers but the responses have been lukewarm, with comments such as 'it might mean losing some parking spaces' and 'we'd never get permission for illuminated bollards'.

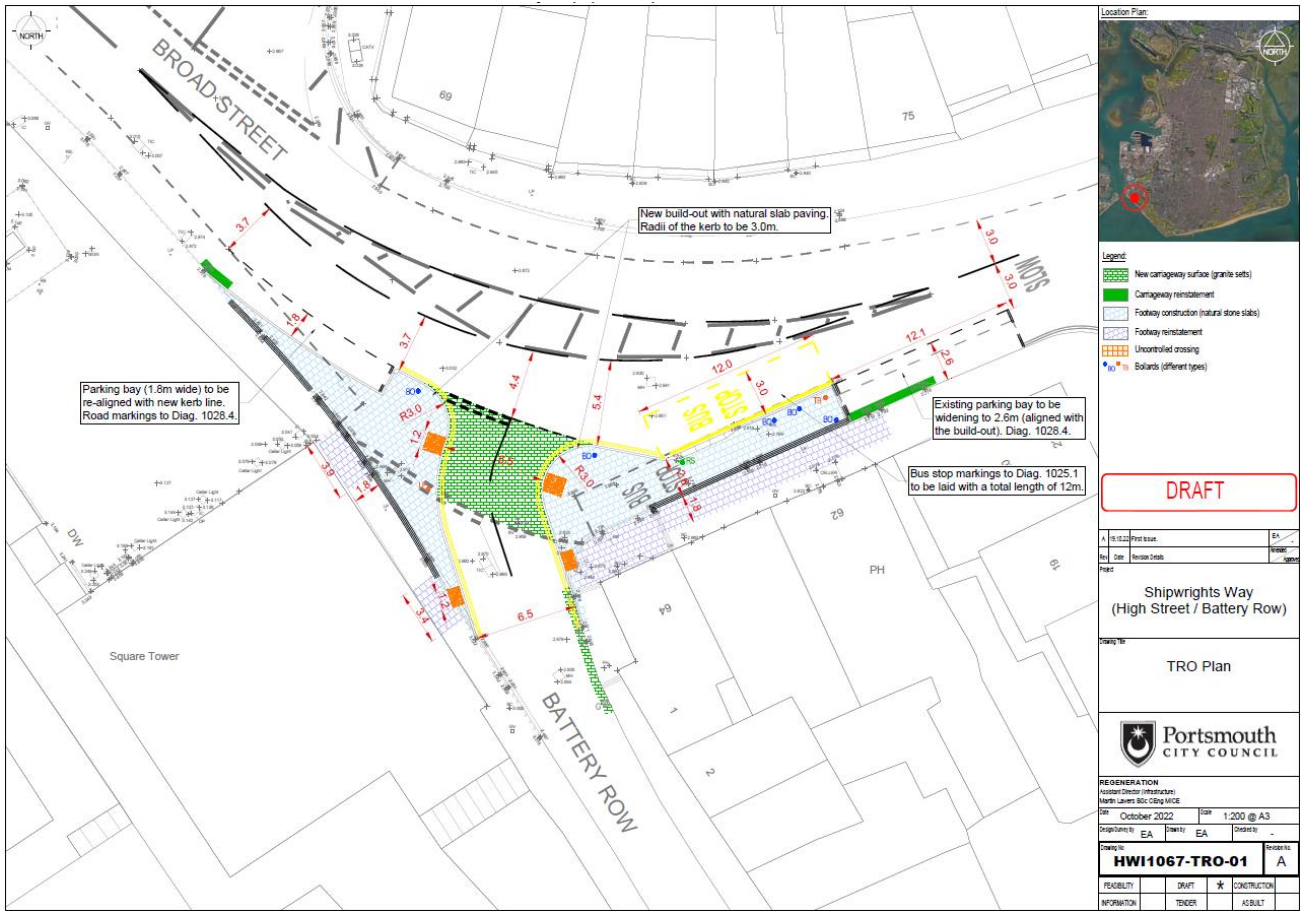
Conservation and heritage. We are committed to preserving the heritage and history of Old Portsmouth. However, We also recognises that compromises sometimes have to be made when the need is great. Whilst the prospect of a new traffic island with illuminated bollards on this bend might be anathema to some residents because it would spoil the vista of the Square Tower, it is necessary to acknowledge that for many years the vista of the Square Tower has been sullied by cars being parked adjacent to the NW corner of the tower with seemingly no objections from residents or visitors.

PCC itself has been ready to overrule the finer principles of conservation in a heritage area in approving the construction of the massively tall BAR building and in sticking unsightly black plastic parking sensors onto the historic cobbles of Grand Parade. At the time a ward councillor casually relayed a candid comment from a senior PCC officer that 'parking revenue trumps conservation'. Has someone in PCC said:

- 'Conservation trumps road safety'? (even though Portsmouth has experienced the shocking death toll of 7 pedestrians killed by drivers / motorcyclists in 7 months), or
- 'The need not to lose parking spaces trumps road safety'? (even though PCC was content to lose 17 on-street parking spaces to accommodate the new university sports centre).

In conclusion, We are eager to discuss these plans with the current project manager for the Shipwrights' Way and earnestly hopes that he will remain in post long enough to work with the community to deliver the long-overdue completion of this crucial enhancements to Portsmouth's sustainability.

Appendix C: Shipwrights Way Traffic Regulation Order Design.





Appendix D: Aerial of Battery Row and Broad Street. (Red Dots indicate build out locations.)



Appendix E: Old Portsmouth Guidelines

This will be attached as a separate part of the report due to its length. If being viewed online you can view the guidelines here:

<https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-old-portsmouth-guidelines.pdf>

This page is intentionally left blank

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport

Title of policy, service, function, project or strategy (new or old) :

Shipwright's Way

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project or strategy?

To improve pedestrian and cycle access to the historic Shipwright's Way, specifically in the Old Portsmouth area.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Consultation was done through TRO. Nothing has changed from the TRO feedback.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This project will reduce the potential for incidents between motorists and vulnerable road users, such as cyclists and pedestrians, at this site. It will also discourage motorists from speeding in this area by narrowing the carriageway.

How will you measure/check the impact of your proposal?
Speed check data before and after implementation

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This scheme will make improvements to a high profile walking and cycling route the runs through Hampshire to the Historic Dockyard. Creating extra space and access for pedestrians in an area of the city popular with tourists and residents alike will help to reduce dependence on the private car, encourage new and less confident cyclists to use the route and demonstrate the priority of active modes over motorized polluting vehicles.

How are you going to measure/check the impact of your proposal?

Traffic and pedestrian enumeration pre/post scheme

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This initiative will support those with disabilities who currently find it difficult to use the narrow pavements around the Square Tower. It will also support less confident cyclists, those with small children or those who are older or less able, to use the area on foot or by bike. The introductions of additional tactiles at the crossing points will help make the area more inclusive for partially sighted residents and tourists.

How are you going to measure/check the impact of your proposal?

Traffic and pedestrian enumeration pre/post scheme

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This initiative will support sustainable travel around and through Old Portsmouth, making the area more accessible for non motorised traffic and slowing motorised

How are you going to measure/check the impact of your proposal?
We will collect usage data and periodically survey users to determine impacts

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>
<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This initiative will support those who currently feel excluded from cycling and walking in the area in question. The measures proposed will reduce speeds for motorised vehicle and create additional space for active modes. These changes will enable those residents living in, and visiting the area to consider making more sustainable, non polluting travel choices, reducing congestion and creating the associated impacts on air quality.

How are you going to measure/check the impact of your proposal?
Enumeration pre-post installation, casualty + speed data comparison.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

This initiative will support those who currently feel excluded from cycling and walking in the area in question. The measures proposed will reduce speeds for motorised vehicle and create additional space for active modes by a) re-purposing current road space for walking b) creating tighter angles for turning vehicles and c) reducing the carriageway width at a key location. These changes will enable those residents living in, and visiting the area to consider making more sustainable, non polluting travel choices, reducing congestion and creating the associated impacts on air quality.

How are you going to measure/check the impact of your proposal?
We will collect usage data and periodically survey users to determine impacts

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will utilise existing materials in keeping with the conservation area, and avoid making significant change the street scene in front of the Square Tower. The build out will allow for a wider more open walking space around the Square Tower making the area a more attractive location to pedestrians.

How are you going to measure/check the impact of your proposal?
We will work with PCC conservation officer.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Q8 - Who was involved in the Integrated impact assessment?

Project Manager -Chi Sharpe

This IIA has been approved by: Michelle Love

Contact number: 02392 841032

Date: 07/11/2022



OLD PORTSMOUTH

Conservation Area No 4

Guidelines for Conservation

John Slater BA (Hons) DMS MRTPI Head of Planning Services
Page 123

You can get all Portsmouth City Council information in large print or on tape by calling: (023) 9283 4334

For translated information please call:

Bengali answerphone service: 023 9284 1651 or

Cantonese answerphone service: 023 9284 1652

আপনি পোর্টসমাউথ সিটি কাউন্সিলের সকল তথ্যের অনুবাদ, বড় অক্ষরে অথবা কেসেটে পেতে পারেন। দয়াকরে বিস্তারিত জানার জন্য এই নাম্বারে যোগাযোগ করুন 023 9284 1651

樸茨茅斯市政府的一切資料，均備有翻譯本、大字書刊或映音帶，如有需要，請致電... 023 9284 1652

The Ordnance Survey mapping included within this publication is provided by the Portsmouth City Council under licence from the Ordnance Survey in order to fulfil its public function as a planning authority. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey map data for their own use. Licence No LA 100019671



Conservation Area No 4 Old Portsmouth

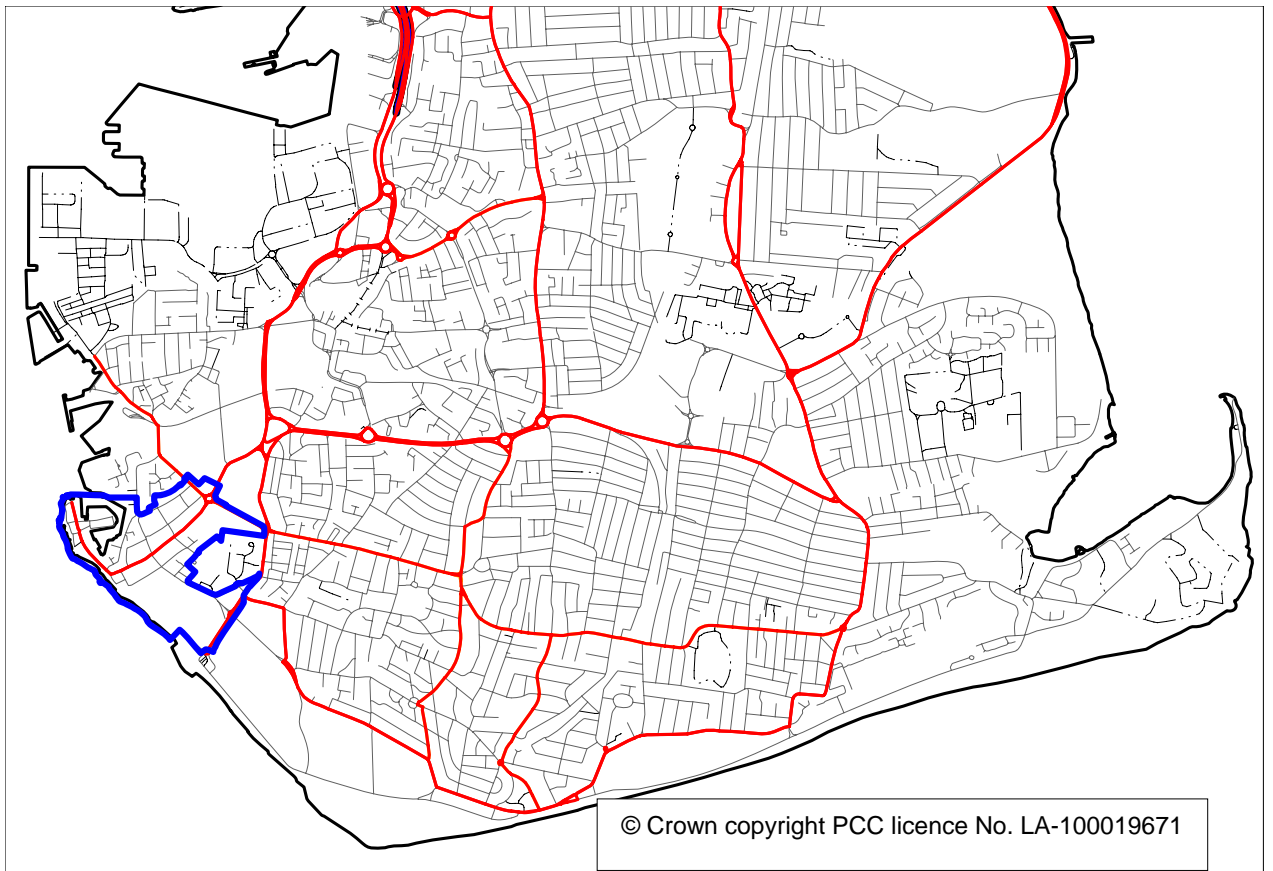
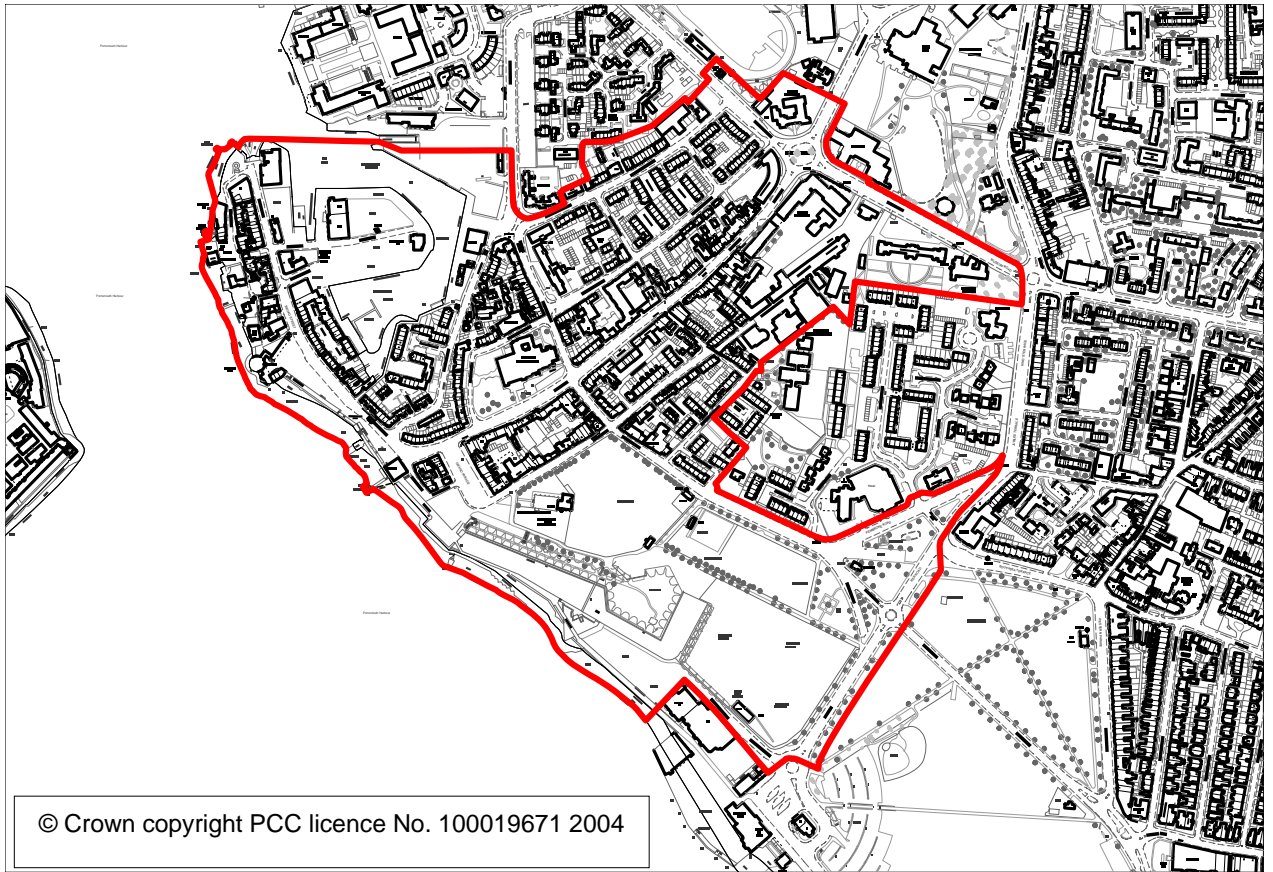
Guidelines for Conservation

John Slater BA (Hons) DMS MRTPI Head of Planning Services

January 2004
updated November 2006

CONTENTS

1.	INTRODUCTION	page 1
2.	HISTORY	page 4
3.	ARCHAEOLOGICAL FEATURES	page 6
4.	TOWNSCAPE ANALYSIS	page 8
5.	ARCHITECTURAL CHARACTER	page 9
6.	LAND USES	page 15
7.	PUBLIC OPEN SPACE AND GREENERY	page 16
8.	PROBLEMS	page 18
9.	GUIDELINES	page 20
APPENDIX 1:	FURTHER INFORMATION AND ADVICE	page 28
APPENDIX 2:	FINANCE AND GRANT AID	page 29
APPENDIX 3:	STATUTORY PROTECTION	page 30
APPENDIX 4.1:	PORTSMOUTH CITY LOCAL PLAN 2001-2011	page 40
APPENDIX 5:	SUMMARY OF EXISTING POWERS	page 41



Boundary and location maps of the Old Portsmouth Conservation Area

1. INTRODUCTION

This publication is one of a series providing guidance on conservation areas in Portsmouth. These are intended to provide supplementary planning guidance to the Portsmouth City Local Plan 2001-2011 which was adopted on 21 July 2006.. Detailed policy guidance regarding development proposals within conservation areas is contained in policy DC10 of the Plan.

Old Portsmouth occupies a key location at the mouth of Portsmouth Harbour, situated at the south-western corner of Portsea Island. Its



Bath Square looking towards Point

westernmost tip, Point, forms one side of the bottleneck to the harbour, with the other side, Fort Blockhouse in Gosport, only 200m away.

Conservation Area 4 was designated in 1969 and comprises the old town of Portsmouth, which, as home to the city's original settlement, is its most

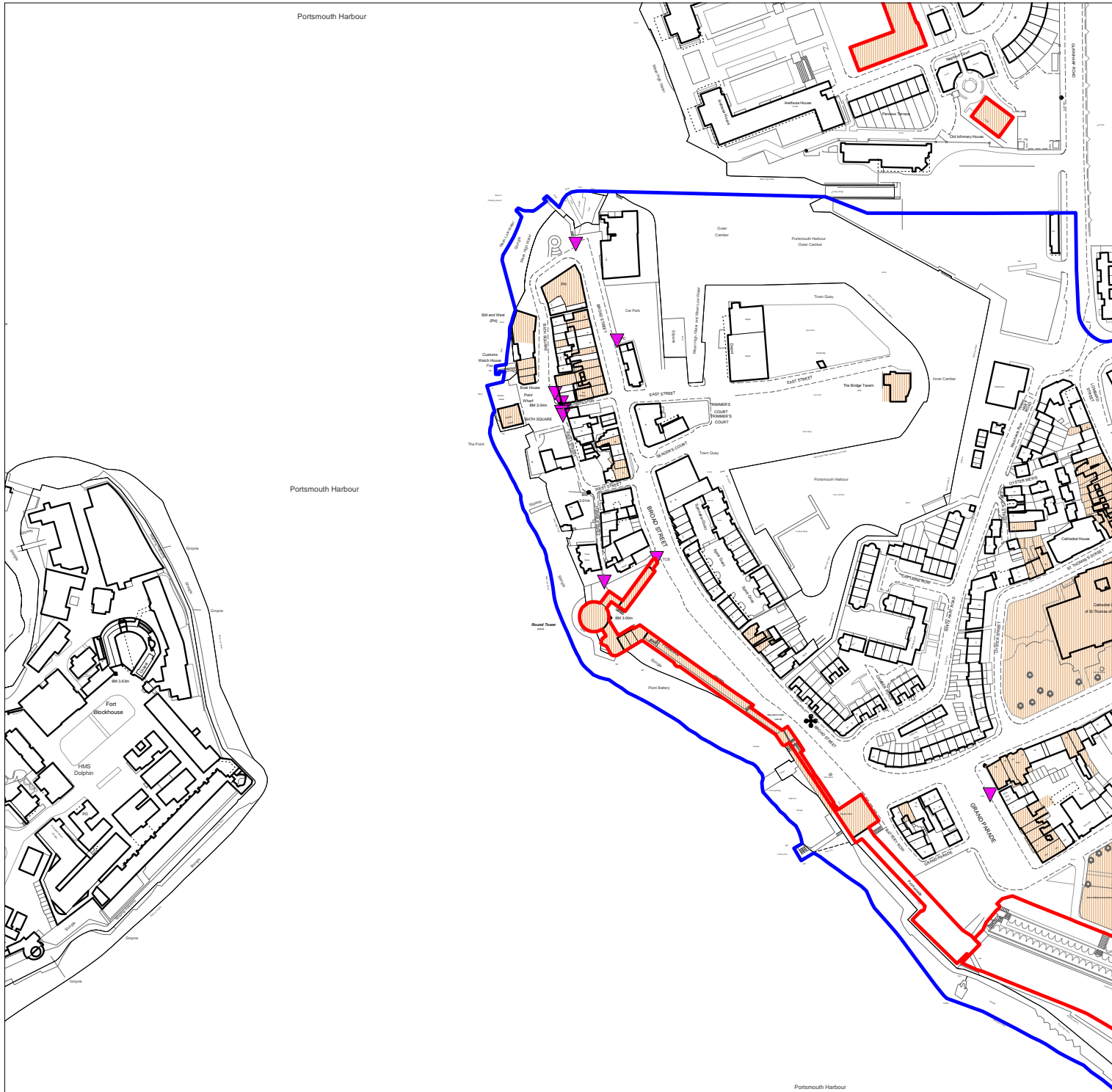
historical quarter. At approximately 40 ha, it is also one of the largest conservation areas in the city.

Local Authorities have a duty to assess the distinctive appearance and special character of all conservation areas within their remit, and issue guidelines that protect these areas from detrimental development. Together with the Local Plan, the resulting documents form the basis for development control decisions which aim to promote the overall enhancement of the city's conservation areas, and thus of the city as a whole.

In an environment as sensitive as this, planning must emphasise the character and appearance of the entire area by overseeing a careful balance between preservation and improvement of the existing historic environment, and promotion of sympathetic new development.

This document appraises the qualities that give this conservation area its particular character, and outlines the way in which history has moulded its form. It is not intended to be a comprehensive account of the quarter, so the omission of any particular building or feature should not lead to the assumption that it is of no interest.

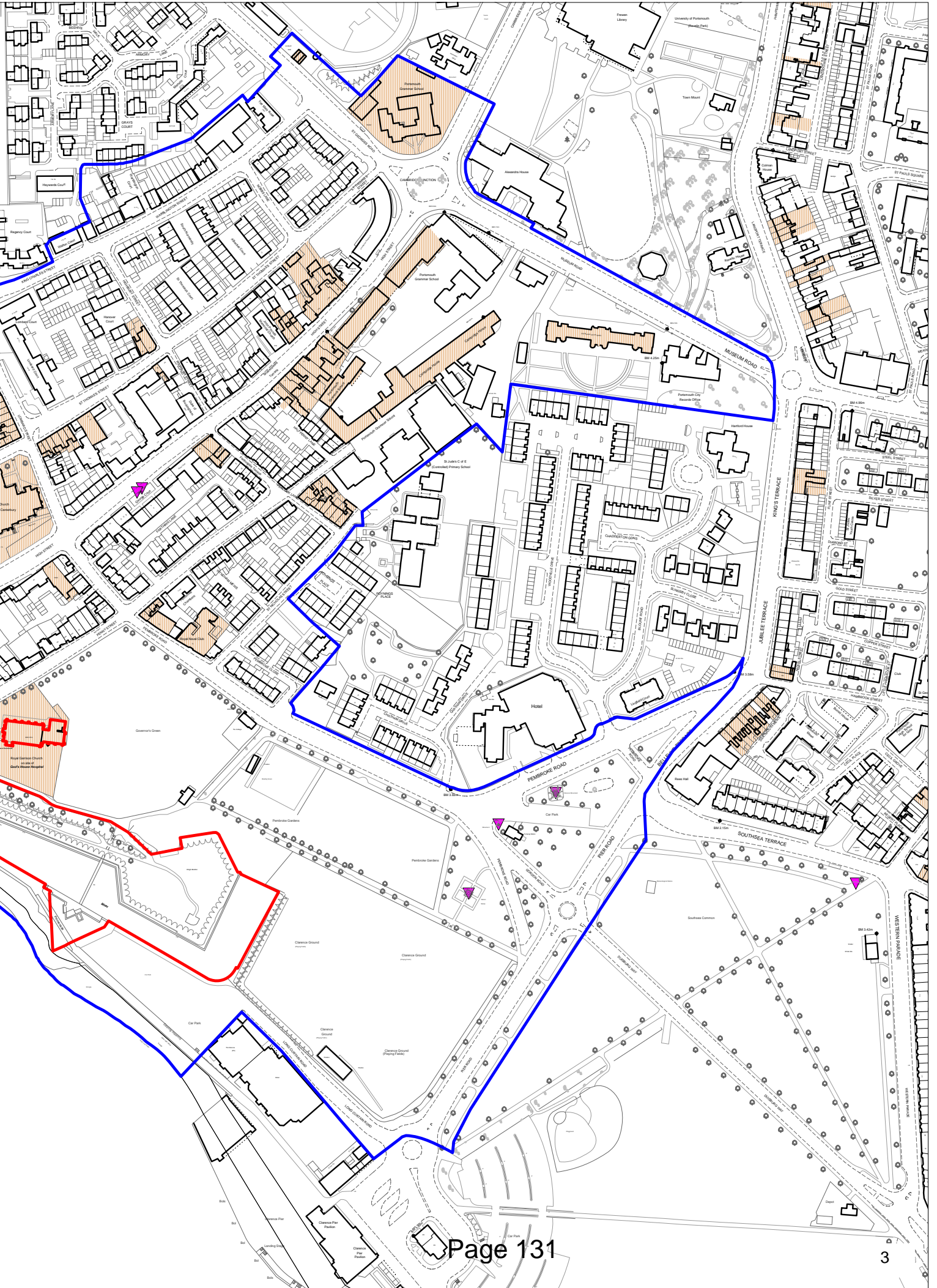
Sections 2 to 7 describe the composition and character of the area, and sections 8 and 9 address current issues relating to conservation and design in Old Portsmouth, setting out suggested guidelines for residents, prospective purchasers and developers.



Plan 1 Conservation Area overview
Key

- Conservation Area Boundary
- Scheduled Ancient Monument
- ▼ Listed Building artefact
- Listed Building

© Crown copyright PCC licence No. LA-100019671 2004



2. HISTORY

The Growth and Defence of Old Portsmouth

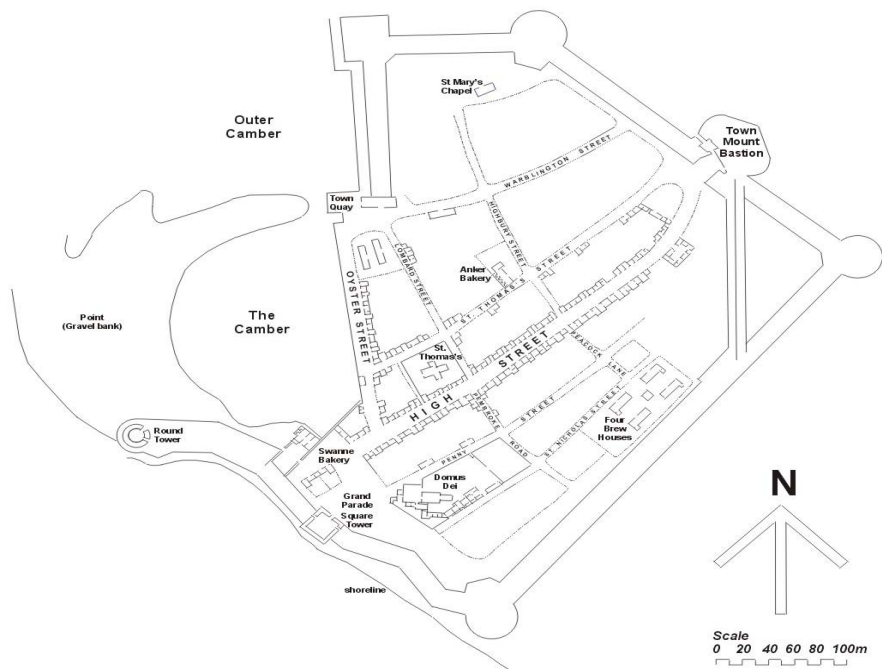
Prior to the 12th Century, the area around the Camber was agricultural land. In 1180, a rich merchant encouraged the foundation of a chapel dedicated to the martyr Thomas Becket, which was to become the parish church for the small community located around the Camber. In 1194, Richard I granted this small settlement a charter, and by the end of the century it was a thriving town, centred around the dock. Weekly markets and the annual Free Mart Fair were held along the High Street, and later the Free Mart Fair spread into Grand Parade.

Over the following centuries, the town began to decline until its potential as a Naval base was recognised, in the 15th Century. In 1386 a royal commission was appointed to investigate the town's

defences. As a result of its conclusions, earthen ramparts and a moat, supplemented by wooden defensive structures, were built around the town on its two landward sides.

Continued war with France led to the construction of the Round Tower in 1418, the first in a succession of defensive structures, progressively updated as technology moved forward. In 1665, Charles II instituted a major programme of reconstruction and in 1770, the Duke of Richmond constructed a second line of ramparts.

By the 17th Century the town had grown further inland, away from the harbour. In 1687, King James' Gate and moat were built at the end of the High Street (replacing the existing Point Gate), thus isolating Spice Island from the rest of the town. Point on Spice Island became a favourite gathering place for



Plan 2
Redrawn map of Portsmouth c. 1545
Compare with the Fortifications map overleaf

sailors using the Sally Ports for travel to and from the town; consequently, this encouraged the development of taverns and other disreputable establishments in this area.

In the 18th Century, most of the houses in the old town were refaced or rebuilt, and further house-building took place throughout the 19th Century. As the settlement expanded, it became necessary to provide fortifications further afield. Lord Palmerston's series of forts protecting the whole of Portsea Island and Portsmouth Harbour meant that the original defences of Old Portsmouth were no longer required, and in the 1870s, the ramparts were demolished. The land was subsequently used for barracks, open space and an extension to the Dockyard.

20th Century Old Portsmouth

By the early 1900s, the area was in decline: development on Portsea Island had spread further up towards the mainland, and Old Portsmouth, now an industrial area, became cut-off. This downturn was exacerbated by the Second World War, when much of the area suffered substantial bomb damage, the extent of which is indicated on the map below. As the city recovered, a programme of rebuilding began. Modern flats and townhouses proliferated throughout Old Portsmouth. Even now, post-war repairs can be seen on many buildings in the area.

However, the historic street pattern remains largely intact; the changes over time are more evident in the architecture. Today, Old Portsmouth is a desirable residential area, with the Camber still busy with maritime activity.



Plan 3
Bomb Damage to Old Portsmouth
shown on the 1933 map

3. ARCHAEOLOGICAL FEATURES

The Old Portsmouth Conservation Area is steeped in a history which dates back from its time as home to the city's first settlement. However, although it has a number of above-ground archaeological remains, notably the remaining fortifications, it is likely that many more unknown remains are buried beneath existing buildings - remains that provide irreplaceable evidence of previous generations of settlers.

There have been a number of excavations in Old Portsmouth, carried out mainly prior to redevelopment - notably on the site of Oyster Mews and the land to the west of the Royal Garrison Church. Nearly all of the excavations have unearthed various shards of pottery, glassware, and clay tobacco pipes, the oldest dating back

to circa 1300. Fragments of German stoneware and delft were found in the excavation adjacent to the Garrison Church.

In the Oyster Street excavation, evidence of settlement in the 12th Century was discovered in the form of gulleys and post-holes, and of 13/14th Century settlement with a timber water cistern. This evidence hints at the important role that the site would play in the town's commercial shipping trade during the 14th and 15th Centuries.

There is, undoubtedly, more to be discovered beneath existing properties and gardens in the Old Portsmouth area, and the city council is keen to record settlements. The local Sites and Monuments Record is a record of all



Plan 4

*Fortifications around 1850
superimposed on modern map of the area*

significant discoveries in the area, including the excavations mentioned above.

In addition to various findings beneath the ground, there are a number of Scheduled Ancient Monuments above-ground, most notably the surviving defences of Portsmouth.

Portsmouth's defences developed from the first single Round Tower and evolved over the centuries into an extensive network covering land and sea approaches. Originally, only Portsmouth's sheltered harbour was protected, but as Portsmouth developed into a major naval base, the defence system spread out to Portsdown Hill, Gosport and Portchester.

The Royal Garrison Church, to the east of Grand Parade, is a Scheduled Ancient Monument that dates back to 1212-20 and was originally part of the Hospital of St. John and St. Nicholas (God's House, or Domus Dei). Restored by George Street (architect) in 1866-8, it is now preserved as a partial ruin following bomb damage.



Garrison church

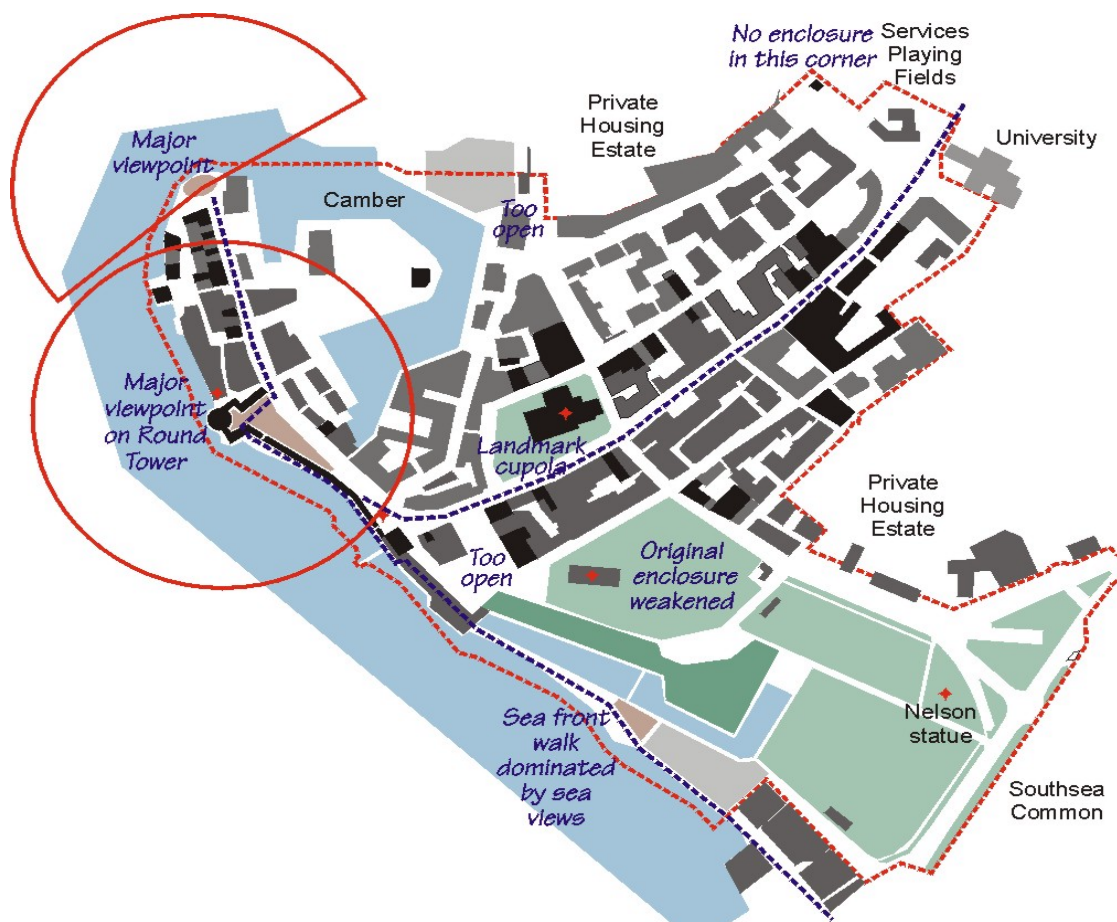
4. TOWNSCAPE ANALYSIS

The street pattern of Old Portsmouth has remained consistent for hundreds of years. The maps on pages 4 and 6 show how little the loose grid pattern has changed over time.

Broad Street and the High Street are the main thoroughfares, with Pembroke Road providing access to Southsea to the east. The houses are predominantly three-storey Georgian, built at the back of the pavement, while the side streets are narrower, with a greater predominance of two-storey houses. Frontages are generally continuous and provide a strong sense of enclosure which has otherwise been reduced by the removal of the old town walls.

Point on Spice Island is a popular gathering point for tourists wanting to admire activity in the harbour, views of which can be obtained from a number of other vantage points, most notably the Round Tower, which provides an all-round panorama. Benches are provided throughout the old fortifications. The standard of townscape is greatly improved following extensive landscaping work at the turn of the Millennium, refreshing the area's ability to attract visitors.

Views into the conservation area are just as important as those out of it. The Cathedral provides an obvious landmark, but from the sea, the Round and Square Towers and Tower House are just as prominent.



Plan 5
Townscape analysis

5. ARCHITECTURAL CHARACTER

The architectural character of Old Portsmouth is diverse, mainly due to the extent of post-war redevelopment. Historic elements, such as the Georgian townhouses and the medieval layout of roads and spaces, are still evident, although modern terraces and flats are now a more dominant feature of the townscape.

Most of the historic buildings within the conservation area are included within the Secretary of State's list of buildings of architectural or historical significance. These buildings are listed in Appendix A at the end of this document and shown in black on Plan 5 (see p8).

The oldest surviving buildings in the area date back to the 16th Century, although parts of the Cathedral date back to 1188. The predominant historic architectural style, however, is Georgian, which prevailed from around 1714 to 1830. Portsmouth enjoyed a substantial construction boom during this period. The High Street would, at one time, have been lined with a variety of Georgian houses, ranging from substantial properties for high-ranking officers to more modest dwellings for workers. The long, narrow burgage plots laid out in medieval times would still have been evident.

Many of these buildings are probably earlier in origin and were remodelled in the 18th Century in the classical style. For example, Buckingham House, 10 High Street, (where the Duke of Buckingham was murdered in 1628), is a 16th Century timber-framed structure, altered and extended in Georgian times. Similarly, the facades of 13, 13a and 15 Peacock Lane also suggest a timber structure beneath the present facade.

In contrast, Point, lying outside the town's ramparts, was a mass of more close-knit properties. Today, this has - to the west of Broad Street at least - remained largely unchanged. The block between Bathing Lane and the Spice Island Inn contains a number of listed buildings dating mainly from the late 18th and early 19th Centuries. It is in this part of Old Portsmouth that a sense of enclosure is most keenly felt, despite its exposure to the elements.

One noticeable feature of the buildings within this block is the large-scale presence of bay and oriel windows. The latter in particular feature on the first floors of many of the historic buildings, and this is reflected in the architecture of modern infill buildings. These modern dwellings slot in between the Georgian properties fairly comfortably and have been successful in helping to maintain the general height and scale of the built form; only Spice Island House creeps significantly higher, at 7 storeys.

A handful of notable public houses survive as a legacy from the days when the Point was a haven for sailors. These include the Still and West Country House, the Spice Island Inn (formerly the Union Tavern and the Coal Exchange), both on the tip of Point, and the Bridge Tavern at the end of East Street, all grade II listed. These premises help to prolong Spice Island's vitality into the evening.

Bath Square offers a welcome breathing space from the enclosure of West Street and Bathing Lane. Here, the character is clearly nautical. Quebec House (listed grade II) dates back to 1754, when it was built by public subscription as a bathing house and contained baths replenished by

harbour water. Clad in weatherboarding, the building juts out into the Harbour and is a unique landmark when viewing the Point from Gosport or passing Harbour traffic.



Quebec House

To the north of Quebec House is a boathouse (early to mid-19th Century) and the Customs Watch House (late 18th Century) with attached walkway and observation hut. 21 Bath Square, now home to Portsmouth Sailing Club, was once a sail loft and store. Again, weatherboarding has been used to clad parts of these buildings.



Tower House from Round Tower

Further on is one of Spice Island's chief landmarks, Tower House. Its turret and steeple overlook the surrounding buildings, offering 360-degree views - its height matched only by Spice Island House.

To the east, the commercial and industrial uses of the Camber area mark a change in character and architectural style, with the Bridge Tavern (1850) on Town Quay the oldest building in this area.

At the heart of Old Portsmouth is St. Thomas's Cathedral, cruciform in shape with a square tower over the crossing, and built of assorted stone. The style is transitional between Norman and Early English. It was consecrated in two stages: in 1188 (chancel and nave) and 1196 (transept altars and churchyard). In 1693 a new nave and west tower were completed, but an enlargement planned in 1932 was not fully completed until 1991, with landmark twin turrets and striking west doorway.



St. Thomas's Cathedral

BROAD STREET



35	37	39	41	43	45
Early 19 th Century	Early-mid 19 th Century	Late 18 th /early 19 th Century	17 th Century origins	Modern infill	Early– mid 19 th Cent.
Grade II	Grade II	Grade II	Grade II	Pleasant	Grade II
Pleasing red brick property with later shopfront. Flank wall to Bathing Lane is of grey headers with red brick dressings	Stucco faced with prominent window dressings	Red and grey brick with plain tiled hipped roof	Partly timber framed, upper floors have been rebuilt in the 20 th Century. The early 19 th Century shopfront has been retained	Pleasant property reflecting typical features of Spice Island	Typical first floor tripartite oriel window with pilasters dividing sashes

Further to the south, fronting Broad Street, a new development of townhouses, Spice Quay, endeavours to reflect the vernacular style of Spice Island’s historic built form, with characteristic oriel windows and roof terraces making the most of the views across the Solent to the Isle of Wight.

Adjacent to this development are three listed buildings, one 2-storey and a pair of 3-storey properties. Dating back to the early to mid-19th Century, again boasting oriel windows. Further south again are a pair of typical Portsmouth Edwardian terraces with shallow forecourts, particularly unusual for this part of Old Portsmouth. The extensive old Vospers site on the corner of Broad Street and White Hart Road has recently been developed with 3-storey Georgian-style townhouses.

Further back from Spice Island, the Square Tower completes the view down High Street towards the Harbour.

Here, the density of development is reduced slightly.

At the end of High Street is Grand Parade, a formal-looking three-sided city square whose hard landscaping is now primarily used for car parking, Grand Parade was, in the 18th and 19th Centuries, the most fashionable address in Old Portsmouth. The eastern side is lined by listed 19th Century 3-4-storey buildings, while the western side consists entirely of post-war rebuild.

On the corner of Grand Parade and the High Street is 59/60 High Street, designed by Samuel Wyatt in 1786. A former bank, this substantial building has a grand rusticated ground floor and attractive dentilled cornice.

The block to the west of Grand Parade includes some of Old Portsmouth’s most elegant houses, again with the bay windows typical of the area.

LOMBARD STREET



1-5
Mid-late 17th Century
Grade II*

Nos. 1-5 have unusual Dutch gables possibly due to Dutch military engineers in the 17th Century who added the first floors of the properties. The stucco (external plaster) was probably added at a later date

7 & 9
Late 18th Century
Grade II

Typically Georgian – note the brick dentilled cornice and Flemish bond using grey headers. No. 7 has a particularly fine doorcase

11
Mid 18th Century
Grade II
Note the shell decoration within the semi-circular panel over the doorway

Today, the High Street is characterised by 1950s and '60s flats and townhouses, with some attempt to respect the Georgian dimensions and architecture of the more traditional elements of High Street. The demolition of houses to the south and west of the Cathedral following the war has opened up this area and given the Cathedral a setting appropriate to its status.

Tucked behind the Cathedral, on Lombard Street, is one of the most attractive groups of buildings in the city, made up of 18th Century buildings of varying heights, colours and materials. 7 and 9 Lombard Street are prime examples of Portsmouth Georgian dwellings: 3-storey buildings in red brick, with grey headers and bow windows at first floor level.



Lombard Street looking towards Gunwharf Quays

LOMBARD STREET



<p>13</p> <p>Mid 18th Century Grade II</p> <p>This and no. 11 were possibly one property at one time as the gables have the same profile</p>	<p>15</p> <p>Mid 18th Century Grade II</p>	<p>17</p> <p>Early-mid 19th Century front to 18th Century building Grade II</p> <p>The old hipped plain tiled roof hints that this 18th Century building has been refaced in brick</p>	<p>19</p> <p>Late 18th Century Grade II</p> <p>Stucco-faced with steeply pitched plain tiled roof</p>	<p>21</p> <p>Early 19th Century Grade II</p> <p>Former store or warehouse restored as a dwellinghouse in the late 1970s</p>	<p>23</p> <p>Mid 18th Century Grade II</p> <p>Right hand side of the building has gone – possibly as a result of bomb damage</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------

A smaller terrace of 2-3-storey late 18th Century properties in St. Thomas's Street completes the group.

The north-eastern end of the High Street also has a number of notable buildings. For example, Portsmouth Grammar School occupies the old Cambridge Barracks buildings built in 1850/60. And 127 High Street has Portsmouth's only example of mathematical tiles. These tiles, on the flank wall adjacent to John Pound's Memorial Church, were used as an alternative to bricks and give the impression of neat, costly facing bricks.

Post War Architecture

Post-war styles vary from 1950s redevelopment of bomb sites to more recent buildings designed to reflect the Georgian heritage that was Old Portsmouth's trademark. The immediate post-war rebuild tended to consist of 3-storey terraces and blocks of flats with large picture windows.

The area to the north of the High Street is characterised mainly by housing built incrementally between the 1960s and 1980s, including some 3-storey townhouses and some 2-storey dwellings facing communal gardens. Similar dwellings line the area south of High Street, with post-war townhouses fronting Pembroke Street.



50 High Street

Some of High Street's examples of 1950s architecture have aged well, retaining the 'Festival of Britain' character with which they are imbued. 45 High Street's distinctive tiled entrance feature is especially evocative of the period. Similarly, no. 50 has an unusual canopy of circular holes, with a pattern of small square windows scattered across the front elevation.

Less successful is Spice Island House (1967) on Broad Street, which is out of scale with its neighbours, and ugly in its own right. Other buildings from the same era, such as the early 1970s houses on St. Thomas's Street, look equally dated.

The only noteworthy housing from the 1980s is in Penny Street. These red/brown brick dwellings are stepped to take account of the line of the road and have recessed ground floor windows with brick corbel detail.



45 High Street

The mid-1990s brought a raft of new housing to the area, principally in the form of the King James Quay scheme, which enclosed the Camber with a large expanse of mock-Georgian housing located on cleared land previously used for shipbuilding.

More recently, an infill of three townhouses was completed at 17 High Street, slotting comfortably between the red brick Georgian townhouse at no. 16 and the 1950s block to the south. But the most striking contemporary building in the area is at 38-46 Broad Street: five 4-storey townhouses by Panter Hudspith and completed in 2003. The facades have been designed with glazed projecting and receding elements to open up multiple views of the harbour, sea and town from each residence (see p27).

6. LAND USES



Town Quay and the Camber

Old Portsmouth began its life as a harbour settlement, and the area around the Camber is still used to this day by local fishermen and boat repairers.

Spice Island accommodates a diverse range of land uses, although residential predominates. Once crammed with public houses and inns, it now has only three pubs, all of which are crucial to the vitality of the area. The theatre of passing harbour traffic at the tip of the Point attracts both tourists and locals to the pubs located there. This waterfront activity gives Spice Island a unique and appealing atmosphere.

A number of buildings on Spice Island reflect the historical use of the area. Boat yards are a particular feature of the Camber area, as well as the western shore of the Point. A number of buildings along the eastern side of Broad Street are used for storage, workshops and a chandlery.

Tourists to Spice Island are catered for with a limited selection of independent

teashops, cafés and B&Bs and, during the summer, the arches under Point Battery are occupied by local artists and traders. A few restaurants and wine bars are strewn at random throughout the area.

High Street would once have been a bustling strip of shops and pubs. Today, however, many of the older buildings destroyed in the Second World War have been replaced by residential development, which now constitutes the overwhelming bulk of land use on High Street, as elsewhere in the quarter.

A small number of the original pubs still survive, such as The Dolphin and The Sally Port Hotel, and a small convenience store was included in the 1950s post-war redevelopment, which remains in situ today. A number of the older buildings show signs of earlier shopfronts, which have, as market trends changed over time, been converted to residential properties.

7. PUBLIC OPEN SPACE AND GREENERY



Portsmouth Cathedral in its green setting

Portsmouth has always been unusually built-up, with a limited provision of public open space. The Cathedral itself was once surrounded by buildings; only post-war demolition enabled its grounds to expand to their current size. 18th Century maps show how densely populated Old Portsmouth was even then.

Governor's Green, surrounding the Royal Garrison Church, is another open space that was once developed (in medieval times), but since the 19th Century only the church has remained. Pembroke Gardens lay beneath the old fortifications and the sloping land bordering them, but fortunately they were never developed and now form a green lung for the conservation area.

Point Battery separates two other public spaces of a different kind. Once dominated by military activities, the hard landscaping on Broad Street mixes stone paving and gravel, and reflects the severe character of the history of this particular space. On the other side of Point Battery lies a well-hidden beach, known as Hot Walls.

There are two Tree Preservation Orders within the conservation area. No. 58 covers the flowering cherry trees in front of the Portsmouth Grammar School building, as well as trees in Cathedral Green and Governor's Green; and no. 144 covers a single sycamore tree situated at the western end of the Cathedral.



Hot Walls beach beneath Point Battery

Street Furniture

Street furniture may be a contemporary expression but the concept of landscaping urban environments is as old as cities themselves. In Portsmouth's case, there are contracts dating back to 1764 for "the better paving of the streets and lands commonly called Portsmouth Common." These documents suggest that Purbeck stone and Isle of Wight pebbles were the materials of choice in the 18th Century. Although they refer specifically to the Portsea area, it is likely that the same materials were used in Old Portsmouth. A substantial amount of this historic paving has survived over the years.



Attractive paving is a key asset

Some unusual bollards are dotted around the area: formerly cannon barrels, possibly dating back to the 18th Century, they are a legacy of the city's long naval history. Many are listed.

Three K6 red phone boxes, designed by Sir Giles Gilbert Scott in 1935, are also listed: two in Broad Street and one in Grand Parade.

A number of original lighting columns still exist, but these are now foreshadowed by the modern lighting installed along the Millennium Promenade, completed in 2001 as part of the Renaissance of Portsmouth Harbour project. The lights were designed by a team of landscape architects from Portsmouth and Gosport Councils, and are unique to Portsmouth Harbour. Their blue lanterns have become a memorable signature of both the Millennium Promenade and Old Portsmouth itself.

A chain motif in Spanish limestone paving indicates the promenade route and symbolises the Harbour defence chain which linked Portsmouth to Gosport and prevented enemy galleons sailing into the Harbour.

'Wavy bench' seating is provided all along the Promenade - apart from the Saluting Platform, where the contemporary concrete benches are another bespoke design created by Portsmouth City Council.



Contemporary lighting along the Millennium Promenade

8. PROBLEMS

i) Problems with built form

As a result of damage incurred during the Second World War, much of Old Portsmouth consists of architecturally indifferent buildings built during post-war decades, but due to the deference displayed to the scale, vernacular, historic street pattern and grain of development incumbent in the area, the overall visual appearance remains pleasing, and even weaker parts are still markedly superior to other urban areas characterised by post-war building.

Some exceptions are noteworthy: Spice Island House on Broad Street, the incongruous charmlessness of which is compounded by its ignorance of the scale of surrounding development.



Spice Island House: double the height of its neighbours on Broad Street

St Thomas's Street (Lombard Street to St George's Road stretch), King Charles Street and Warblington Street are also somewhat weak, with suburban-style development in a rather barren setting. Examples abound, also, of individual modern buildings that have attempted to adhere too closely to historical styles, where the balance

between designing in a contemporary manner while simultaneously respecting context has resulted in bland-looking buildings.

ii) Amendments to historic buildings

Unsympathetic home improvements, principally in the form of UPVC window use on historic buildings, are apparent throughout the area. As a result, the character and integrity of many of these older buildings have been diminished.

iii) Vandalism and maintenance

Although vandalism, especially along the Millennium Promenade, currently exists at a relatively low level, a deterioration in the quality of the public realm could result if allowed to grow unchecked.



Recently planted sapling on Broad Street after act of vandalism

iv) Lack of tree cover

Part of Old Portsmouth's appeal lies in its provision of generously proportioned areas of public open space overlooking the sea, with its attractive harbour-

bound activity. However, some areas within the district could benefit from an increased level of shade in the form of tree cover; High Street, St Thomas's Street, King Charles Street and Warblington Street are particularly treeless and extensive tree-planting along the entire stretches of these roads could help provide some street definition, visual amenity and a welcome sense of enclosure.



St. Thomas's Street, where the planting of trees could help soften the edges and reduce the impact of excessive road width

v) Influence of cars on streetscape

Some parts of Old Portsmouth are increasingly distinguished by the dominance of motor vehicles on the streetscape. Indeed, in many developments this is quite deliberate: the provision of parking for cars has been allowed to dictate the design of new build properties. The street level is dominated by driveways and garage doors, which have a deadening effect on the street, rather than active frontages, which would, by contrast, enliven it. On thoroughfares such as St. Thomas's Street and Warblington Street, this emphasis on enabling vehicular convenience at the expense of other activity serves to accentuate the excessive road space that already exists, making these streets seem

relatively unwelcoming to non-car-users.



Most of the 1970s and 1980s developments on Warblington Street have allowed cars to dictate the design

vi) Paucity of shops and amenities

Despite its fairly high population density, Old Portsmouth lacks the according amenities. Facilities for visitors are relatively scant. While there are some cafes and pubs scattered at random throughout the area, there is no food shop other than a single convenience store and some seafood stalls on Town Quay, and no chemist, nor many other of the shops that one would expect to find in a desirable residential area and popular berthing location.

Were this situation to be addressed, great care would have to be taken to ensure that new development is appropriately sensitive to the prevalent scale and layout of the area; one way this can be achieved is through retail provision on the ground floor of new apartment buildings, which would not only benefit the residential community and visitors alike in a relatively discreet manner but provide active frontages that contribute to the vitality of streets.

9. GUIDELINES

The overall aim of this document is to preserve, and where appropriate, enhance, the conservation area. This section sets out reasons why individual elements are considered important, and presents guidelines in respect of each of them.

- 1) Buildings
 - a) Wall Finishes/Cladding
 - b) Doors
 - c) Windows
 - d) Roofs
 - e) Details and Ornament
 - f) Extensions
- 2) Trees and Greenery
- 3) Road surfaces and pavements
- 4) Street Furniture
- 5) New development and redevelopment
- 6) Boundary changes

1) BUILDINGS

a) Wall Finishes/Cladding

The conservation area contains buildings in a wide array of styles, where wall finishes vary largely according to the period in which they were built. Many of the late 18th Century / early 19th Century buildings wear stucco facades, while almost all of the post-war development, by contrast, is in red or brown brick. In some cases, buildings have been painted, which doesn't require planning permission on unlisted buildings. Some post-war houses, like nos. 21-33 Pembroke Road, have been partially rendered in 'seaside' pastel colours, to good effect.

Guidelines:

- ***The City Council will encourage the retention and conservation of***

existing and original external wall finishes as appropriate and will actively discourage the introduction of materials such as imitation stone cladding and textured rendered finishes, which are likely to be inappropriate to the particular property and ill-suited to the character of the area.

- ***The City Council will discourage the painting of surfaces such as stone and brickwork, particularly on 18th and 19th century buildings where this was not originally intended.***



Local colour and architectural detail on Lombard St

b) Front Doors

The prevalence of buildings from different architectural periods has resulted in a wide variety of door type; for example, on the older buildings in the conservation area, the great majority of doors will be of wood, albeit with different patterns and detailing. A painted finish is usually authentic for older buildings.

The aim, therefore, should be to match, wherever possible, the existing pattern for the particular property or group of properties, rather than to use or

prescribe a 'standard' pattern. The substitution of original doors with doors constructed of UPVC or metal would be regarded as unsuitable and a factor that would constitute a detraction in the appearance of the conservation area.

Guidelines:

- ***The City Council will encourage the retention or reinstatement of original or sympathetic external front doors and will discourage the use of doors of inappropriate size, design or material.***
- ***The City Council will discourage the use of UPVC, aluminium, stained wood or other inappropriate materials or finishes.***

c) Windows

A building's windows can have a greater effect on the overall appearance of its façade than any other single factor. This applies to post-war residences as well as period properties. Any replacement of windows, then, has to be carried out with a high degree of sensitivity. Most older properties in this area have painted sash timber windows of various patterns, the existence of which is one of the principal factors that contribute to the immense character inherent in both the properties themselves and the area as a whole.

The incremental introduction of modern materials or finishes such as UPVC, aluminium and stained - rather than painted - wood has had an adverse effect on the appearance of Old Portsmouth, made worse by the fact that new materials frequently have

different profiles, glazing bars and other details. These alterations can seem particularly conspicuous if executed on a property that is part of a terrace where similar amendments have not been carried out, with original windows still intact in the other properties

Guidelines:

- ***The City Council will encourage the retention of existing traditional window types, details and materials.***
- ***The City Council will encourage the repair of existing windows wherever possible, and where this is not possible, their replacement by matching windows.***
- ***The City Council will strongly discourage the use of UPVC, aluminium and other materials or finishes inappropriate to the area, and is prepared to issue special protective measures (Article 4[2] Directions) to afford more protection against unsympathetic alterations.***



A sequence of historic houses, with traditional sash windows very much in evidence (Lombard Street)

(d) Roofs

The majority of older properties in this area will have had either slate, clad or clay-tiled roofs and these have often survived. However, many have been replaced by modern interlocking tiled roofs, and sometimes this has demonstrated the problems caused by the use of a heavier roofing material. The use of a variety of different coloured tiles can have a discordant visual effect especially where properties form part of a terrace.

Roof details such as ridge tiles, finials, decorative shaped slates or tiles and patterns are also important and should be retained wherever possible or salvaged and reused where the roof has to be replaced.

Roof extensions often lead to the loss of existing historic fabric such as pitched roofs and chimneys. They can lead to an unacceptable increase in the bulk of properties. However, there are some situations, particularly in Spice Island, where roof extensions have been carried out quite successfully.

Guidelines:

- ***The City Council will encourage the retention and use of traditional roofing materials (such as slate and clay tiles) and will discourage the use of unsympathetic modern roofing materials, such as interlocking concrete tiles.***
- ***Roof details such as ridge tiles and decorative roofing should be retained whenever possible.***
- ***The retention of chimney stacks and pots will be encouraged;***

where these are important features of the townscape, their removal will, conversely, be discouraged.

- ***Large dormer windows will generally be discouraged on elevations visible from a public highway.***

e) Details and Ornament

The pre-war houses of this area boast some impressive detailing and finishing, as outlined in the 'Architectural Character' section. All these features add significantly to the visual character of the area and it is important that they are retained.

This richness of detail is markedly less prevalent in post-war development, which, while respectful of its context, is as lacking in flamboyance as most architecture of its period. However, there are a few exceptions, where some of the features present express a certain charm and style distinctive to that era. Where these flourishes are identifiable, an assumption could be made that they may prove as valuable in the fullness of time as those of previous centuries are now.

Guidelines:

- ***The City Council will encourage the retention and reinstatement of original architectural detail and ornament.***
- ***The removal of any original feature or interesting original details will be discouraged.***

(f) Extensions

Extensions on elevations fronting the highway normally require planning permission and will generally be discouraged, particularly in relation to the older buildings in the area.

Where an extension is required, the design should match or complement the existing original building, not only in more obvious respects such as external materials, but also in the detail, such as brick bonding and pointing, window style and associated dressings.

Large roof additions can spoil the appearance of a house and look incongruous in the general street scene. Careful thought needs to be given to ensure that dormers and other roof additions do not dominate the roofscape, and as such it will largely be necessary to keep large dormers to the rear roofscape.

Guidelines:

- ***Extensions will be discouraged where they would have an adverse visual effect on the existing building or townscape.***
- ***Where small extensions are permitted they should match the existing original property in respect of design, materials and detail. The size of an extension should not overpower the original building size.***
- ***Where large extensions are permitted, they might be better designed to complement the original, so that both can be recognised and appreciated.***

- ***Large roof extensions will be discouraged, particularly at the front, where they would have an adverse visual effect on the existing building or townscape, or where they would lead to the loss of original historic roofs or their features.***
- ***Where roof extensions are permitted they should match the existing building in respect of design and materials.***

2) TREES AND GREENERY

Within the boundaries of the Conservation Area are Governor's Green, Pembroke Gardens and Clarence Ground, large expanses of open green space bordered by both established and new tree planting. Aside from these spaces, street trees are relatively rare in the built-up parts of the Conservation Area and don't currently play as significant a part in Old Portsmouth's townscape as ideally they should. A diminution in the already limited number of street trees is therefore not considered desirable. The situation is, however, actively being remedied: recent planting has taken place on Governor's Green, Broad Street and on the corner of Merchant's Row and Lombard Street. Tree Preservation Order boundaries cover Governor's Green, the Cathedral Green and parts of High Street and St. Thomas's Street, with the majority of TPOs clustered around the Cathedral.

Guidelines:

- ***The City Council will encourage additional tree planting on both private land and public land such as footways, where feasible.***

- ***The City Council will discourage the loss of trees in this area and will promote further Tree Preservation Orders as necessary.***
- ***The City Council will continue to encourage the good management of trees in this area and will encourage new and replacement planting of appropriate species to help maintain and enhance the character of the area, including the replacement of dead or vandalised specimens.***
- ***The City Council will discourage the loss of existing areas of open land (such as gardens) particularly to the front or side of properties.***

3) ROAD SURFACES AND PAVEMENTS

The City Council has a long standing policy of higher quality paving in conservation areas. In addition, some areas of historic surfaces or details still survive, including some pavement crossings and various historic cast iron features such as coalhole covers, channels, buchan traps etc. and these add to the character of the area and should be retained. The continuing emphasis on robust, high quality, traditional paving is most evident on the Millennium Promenade, especially around Spice Island, Broad Street and Grand Parade, where sensitively-executed ground treatment has accentuated the special qualities intrinsic in the townscape.

In 2001, the City Council approved a guidance document, 'Roads and Street Furniture in Historic Areas'. This

relates to roads, paving, street lighting, street furniture and other related matters in conservation areas together with other areas of historic interest.

Guidelines:

- ***The City Council will continue the existing policy of implementing higher quality surfacing and paving, with particular attention to detailing.***
- ***In resurfacing/repaving roads, particular attention will be given to retaining existing features and details, including coalhole covers, etc.***
- ***The City Council will encourage the retention of existing private driveways, footpaths and forecourts and the retention of original or other suitable materials, particularly of historical value.***



High quality paving the centrepiece of a traditional streetscape in Grand Parade

4) STREET FURNITURE

Street furniture such as street lighting, bollards, signage and cycle parking facilities can add to or detract from the visual character of the area. A notable recent addition to Old Portsmouth's street furniture are the distinctive Millennium lighting columns along the seaside promenade, the gem-like blue illuminated 'crowns' of which form a necklace around the harbour - a bespoke design unique to Portsmouth,.

'Roads and Street Furniture in Historic Areas' relates to lighting, street furniture and other related matters.

Guidelines:

- ***The City Council will encourage the retention both of historic street furniture, where this survives, and of street furniture implemented as part of the programme of works to landscape the Millennium Promenade.***
- ***The City Council will endeavour to match any subsequent new street furniture to that already established so that the cohesive style of street furniture in Old Portsmouth is upheld.***
- ***Unsightly and unnecessary street furniture will be prioritised for removal by the City Council, where possible.***



Distinctive Millennium lighting columns

5) NEW DEVELOPMENT AND REDEVELOPMENT

Old Portsmouth may be a key Conservation Area but it is by no means a museum piece. Rather, it is a historical area that has evolved over the past fifty years by integrating modern developments within the parameters of certain basic design standards, in some instances more effectively than in others. However, as the area lost a substantial number of good 18th and 19th Century buildings during the Second World War, further losses to make way for modern-day development would be resisted, as evinced by the extent of Grade II listing in the area.

There does remain some scope – and demand – for new development and redevelopment within Old Portsmouth. As a general rule, the City Council encourages the inclusion and incorporation of historical buildings on or near development sites into new development wherever possible, and in the past this has led to some invaluable but derelict buildings being

restored and brought back into welcome use.

Where this is not applicable, and redevelopment consists entirely of new build, the key to its success in design terms would be the pursuit of a general policy of 'reference, not deference.' New buildings should respect Old Portsmouth's historical context without obsequiously attempting to reproduce it (or a subjective interpretation thereof). This can be achieved by adhering to the general scale and character of development in the vicinity, acknowledging the rhythm of neighbouring elevations, and noting the vernacular (such as the materials used) in surrounding properties.

Guidelines:

- ***The City Council will oppose the redevelopment of existing older properties unless it can be demonstrated that the redevelopment would positively enhance the character or appearance of the Conservation Area.***
 - ***For new build, the City Council will advocate the highest possible standards of design and architecture and will emphasise the development of buildings that add to the Conservation Area's unique qualities by respecting local scale, street patterns, elevations, features and materials.***
 - ***Traditional materials such as brick, clay tiles, slates, timber, stone, lead and render would usually be preferred, although in a few situations more modern materials, such as stainless steel***
- ***and glass, may be more appropriate.***
 - ***The City Council will encourage an ideal building height of 3-4 storeys throughout the Conservation Area.***
 - ***While the City Council accepts the necessity of car parking provision, this should be integrated as unobtrusively as possible into the layout, and should not be allowed to dictate the design of any new development.***
 - ***The City Council will foster the provision of active ground floor uses and discourage design that includes dead frontages.***
 - ***The City Council will aim to prioritise the attention paid to window design in new developments so that their appropriateness for both building and wider setting can be ensured and so that they enhance, rather than detract from, both.***
 - ***The City Council accepts the discreet addition of safety railings across windows and juliet balconies as necessary safety features in certain designs, but will discourage their use as deliberate architectural embellishments unless the balconies can offer proper amenity use.***



An example of an unequivocally contemporary design on Broad Street that takes into account the scale, vernacular and rhythm of its neighbours' facades

6) BOUNDARY CHANGES

Changes to the boundary of the conservation area are proposed in three places: where currently it cuts through Regency Court on King Charles Street, it would include both Regency Court and Haywards Court behind it. This is not a recognition of those buildings' merit so much as an acknowledgement that it is illogical to draw the line arbitrarily so that half of Regency Court is included and the other half isn't. Similarly, where the boundary currently cuts through the middle of the properties between Pembroke Road and Chatham Drive, it would exclude this terrace altogether, with Pembroke Road itself and Pier Road constituting the south-eastern corner of the Conservation Area's boundary. Finally, the north-eastern boundary would extend further east from Portsmouth Grammar School to incorporate the City Museum and Records Office and grounds.

APPENDIX 1: FURTHER INFORMATION AND ADVICE

This document is intended to set a policy framework for this conservation area. The Head of Planning Services will be pleased to discuss any proposals concerning this area and to advise on appropriate sources of advice and information.

Please contact the Conservation Officer John Pike on 023 9283 4303, Bob Colley on 023 9283 4310, or Ben Cracknell on 029 9284 1127 in the Conservation & Design Section of the Planning Services. A number of advice leaflets have been produced by the city and county councils – for further details contact the above officers.

It is always advisable to contact the Planning Services before carrying out any alterations to buildings in a conservation area to ascertain whether permission is required. For further details contact:

**Planning Services
Conservation and Design Team
Civic Offices
Guildhall Square
Portsmouth
PO1 2AU**

In appropriate circumstances, the help of English Heritage or The Hampshire Building Preservation Trust could be sought. National Amenity Societies publish a number of advisory leaflets on detailed aspects of conservation. There is a long established series by the Society for the Protection of Ancient Buildings (SPAB). The Victorian Society and The Georgian Group both produce series of leaflets on doors, windows, tiles, glass and other features.

APPENDIX 2: FINANCE AND GRANT AID

1. Historic Buildings grants

Historic Building grant aid may be available from the City Council towards the cost of appropriate repair of listed and certain other buildings in this conservation area. For information telephone 023 92 834303/10.

2. Housing grants

The City Council financial assistance Policy for Private Sector Housing makes a range of assistance packages available to home owners.

Help is given for the improvement and repair of properties to meet the Decent Homes standard and to provide energy efficiency measures.

Assistance may be subject to a test of the owners resources.

For advice on what is available contact the Helpdesk on 023 9283 4538 or visit the website on www.portsmouth.gov.uk/living/5293

3. Other financial assistance

Other financial assistance may be available for example to assist with environmental improvement schemes or other projects. The Head of Planning Services will be pleased to advise on possible sources of assistance.

APPENDIX 3: STATUTORY PROTECTION

1. CONSERVATION AREA

Old Portsmouth was designated as Conservation Area No 4 on 10th September 1969. The boundaries were modified on 13 February 2004 to include the City Museum.

2. LISTED BUILDINGS

Listed 25/9/72 unless stated otherwise.

Bath Square (Point), Still & West Country House

Grade: II

Owner: Private

Public house marked c1700, present building late C18-early C19.

11 Bath Square

Grade: II

Owner: Private

Early C19 2 storey house.

21 Bath Square, Portsmouth Sailing Club

Grade: II

Owner: Private

Early to mid C19 3 storey sail loft and store, now sailing club

Bath Square, Bollards

Grade: II

Listed: 18/3/99

Owner: PCC

South side of junction with Bathing Lane. 3 possible early C18 cannon barrels reused as bollards, probably mid-late C19. Two recently moved from The Point.

Bath Square, Customs Watch-house

Grade: II

Owner: Private

Former Customs Watch-house with attached walkway and observation hut. Watch-house late C18, walkway and

hut late C19.

Bath Square, Quebec House

Grade: II

Listed: 30/10/69

Owner: Private

Built as bathing house 1754, later hotel, now house. Weatherboarding on timber frame, early and mid C19 alterations.

Bath Square, The Boathouse

Grade: II

Owner: Private

Early to mid C19 boathouse, restored late C20. 3 storeys, brick ground floor with timber frame and weatherboarding above.

Bath Square, 2 Bollards

Grade: II

Listed: 18/3/99

Owner: PCC

2 possible early C19 cannon barrels at north side of junction with Bathing Lane. Probably reused mid to late C19.

10 & 12 Broad Street

Grade: II

Owner: Private

Pair of early C19 houses with later additions, central passage with sign over reading 'Dores Court'.

13 Broad Street, Seagull Restaurant

Grade: II

Listed: 18/3/99

Owner: Private

Former public house c1910 attributed to G.V Inkpen, lately a restaurant. Brown glazed tiles to ground floor, timber framed above, turret at corner.

14 Broad Street

Grade: II

Owner: Private

2 storey house with mid C19 front, included for group value.

15 Broad Street, Former Post Office

Grade: II

Owner: Private

Late C18-early C19 house with C20 alterations. 3 storeys and attic.

23 Broad Street

Grade: II

Owner: Private

Late C18-early C19 3 storey house.

35 Broad Street

Grade: II

Owner: Private

Early C19 house with later alterations, 3 storeys.

37 Broad Street

Grade: II

Owner: Private

Early to mid C19 house, 2 storeys and attic.

39 Broad Street, Camber House

Grade: II

Owner: Private

Late C18-early C19 3 storey house with later alterations.

41 Broad Street

Grade: II

Owner: Private

Partly timber-framed house of C17 origin, C19 and C20 alterations. Interior has close studding framing in passage wall with red brick infill panels, probably C17. Small panel of wattle and daub on first floor.

45 Broad Street

Grade: II

Owner: Private

Early to mid C19 3 storey house.

53 Broad Street

Grade: II

Owner: Private

Includes former 53a. Late C18-early

C19 house of 3 storeys

55 Broad Street

Grade: II

Owner: Private

Late C18-early C19 3 storey house

**63 & 65 Broad Street,
Spice Island Inn**

Grade: II

Owner: Private

Formerly 2 public houses but now one (The Coal Exchange P.H & The Lone Yachtsman). Early C19 with extensive alterations in 1991, 3 storeys and attic.

**Broad Street, 18 Gun Battery &
Flanking Battery, King's Stairs,
Sallyport & Point Barracks**

Grade: I

Listed: 30/10/69

Owner: PCC

Part of the fortifications of Portsmouth. 18 Gun Battery late C17 by de Gomme, reconstructed 1847-50. The 2 storey Flanking Battery has late C18 Sallyport known as 'The Common Sallyport'. The 'Old Sallyport' formerly had a landing stage known as 'The Kings Stairs'. Point Barracks are part of the 1847-50 period of reconstruction. Incorporated within the fortifications are parts of original C16 & C17 works.

**Broad Street,
K6 Telephone Kiosk opposite 45/49**

Grade: II

Listed: 14/5/90

Owner: BT

Type K6 kiosk designed in 1935 by Sir Giles Gilbert Scott, made by Lion Foundry Co. Ltd. Replacement Elizabeth II crowns to top panels.

**Broad Street/Tower Street junction
K6 Telephone Kiosk**

Grade: II

Listed: 14/5/90

Owner: *BT*
Type K6 kiosk designed 1935 by Sir Giles Gilbert Scott, made by Lion Foundry Co. Ltd. George VI crowns to top panels.

Broad Street, The Round Tower

Grade: *I*
Listed: 30/10/69
Owner: *PCC*
Fortification c1415, ground floor reconstructed c1538-40. 2 upper storeys probably late C17 by de Gomme, remodified early C19 possibly as a Martello Tower with adaptations as gun platform c1850.

Broad Street, The Square Tower

Grade: *I*
Listed: 30/10/69
Owner: *PCC*
Fortification and Governor's Residence c1494, altered to form powder magazine c1580 and then Admiralty Victualling Store c1780, was reinstated as part of fortifications mid C19. Restored 1978-85. Niche facing Broad Street contains copy of gilded lead bust of Charles I by Hubrecht le Seur, (original in City Museum.)

Broad Street, Cannon Barrel

Grade: *II*
Listed: 18/3/99
Owner: *PCC*
Possible early C18 cannon barrel reused as bollard probably early C20. (2 recently re-sited to Bath Square).

Cambridge Road Junction, Portsmouth Grammar Lower School

Grade: *II*
Owner: *Private*
School by A.E Cogswell 1879, neo-Jacobean in style, 2 storey red brick building.

54 East Street, Bridge Tavern Camber Dock

Grade: *II*
Owner: *Private*
3 storey public house c1806.

8 French Street

Grade: *II*
Listed: 16/12/93
Owner: *Private*
Also known as Popinjays Warehouse and The Mayors Stables. Warehouse with original fabric on ground floor possibly late medieval. Certainly in existence by late C16 or early C17, upper floors C18; 2 storeys with 4 bay queen post roof.

Governor's Green, Iron Railings & Gates

Grade: *II*
Listed: 18/3/99
Owner: *MoD*
Early to mid C19 wrought-iron railings surrounding the green.

2 Grand Parade, Aquitaine House

Grade: *II*
Owner: *Private*
Mid C19 house of 4 storeys.

3 Grand Parade

Grade: *II*
Owner: *Private*
C19 house with 3 storeys and attic canopy.

4 Grand Parade

Grade: *II*
Listed: 30/10/69
Owner: *Private*
Early C19 house of 3 storeys, War Memorial tablet of 1914-18 on ground floor.

5 Grand Parade

Grade: *II*
Listed: 30/10/69

Owner: *Private*
Early C19 house of 3 storeys, iron balcony at first floor with metal tent roof

6 Grand Parade

Grade: *II*
Owner: *Private*
Early C19 house of 3 storeys with return to Penny Street.

Grand Parade, K6 Telephone Kiosk

Grade: *II*
Listed: 14/5/90
Owner: *BT*
Telephone kiosk K6 type, designed 1935 by Sir Giles Gilbert Scott, George VI crowns to top panels.

**Grand Parade,
Royal Garrison Church**

Grade: *II*
Listed: 18/3/99
Owner: *MoD*
Hospital and chapel (Domus Dei), now church, founded c1212 by Bishop Peter des Roches and extensively restored 1886-88 by G.E Street. Church constructed of coursed rubble stone with ashlar dressings in Early English style. Chancel has stained glass by Carl Edwards, Harold Thomas and Farrah Bell.

**Grand Parade,
Lord Nelson Monument,**

Grade: *II*
Listed: 18/3/99
Cons. Area: 4
Owner: *PCC*
Bronze statue of Lord Nelson on granite base by Dr. H.J Aldous LRCS and F Brook Hitch FRBS 1951. Relocated from Pembroke Gardens to mark the bicentenary of the death of Lord Nelson in 2005.

**Gunwharf Road
HMS Nelson, perimeter wall, gate**

and lodges,

Portsea
Grade: *II*
Listed: 25/9/72
Owner: *Private*
Former HMS Vernon site, (latterly HMS Nelson), perimeter walls, main gate and gun emplacements c1870 with later additions and alterations. Wall of brick, 3 m. high on ashlar base, main gate with flanking brick towers and machicolated parapets, 2 single storey lodges.
N.B.; Section adjoining Car Ferry is in this CA

10 High Street

Grade: *II*
Listed: 10/1/53
Owner: *Private*
Late C18 house of 3 storeys with slate roof.

**10½ & 11 High Street,
Buckingham House**

Grade: *II**
Listed: 10/1/53
Owner: *Private*
Timber-framed house of C16 or early C17 date, altered and refronted late C17 or early C18. Interior has panelling and partly exposed timber framing, plaque on outside wall records assassination of Duke of Buckingham in house 1628.

**12 & 13 High Street,
Felton House (No. 12)**

Grade: *II*
Listed: 30/10/69
Owner: *Private*
2 houses C18 with 3 storeys and attic.

**14, 15 & 16A High Street,
Rockingham (14), Nelson House (15)**

Grade: *II*
Listed: 10/1/53
Owner: *Private*

Late C18 house now divided into 3 properties. 3 storey red brick.

16 High Street

Grade: II

Listed: 30/10/69

Owner: Private

Early C19 house, 3 storeys and attic.

23 High Street

Grade: II

Listed: 10/1/53

Owner: Private

Late C18 house of 3 storeys.

24 High Street

Grade: II

Owner: Private

Early C19 house with 3 storeys and attic.

53 High Street

Grade: II

Owner: Private

Late C18 house of 4 storeys.

**54 High Street,
Monck's Bar**

Grade: II

Owner: Private

Late C19 house of 4 storeys.

57 & 58 High Street, Sallyport Hotel

Grade: II

Listed: 10/11/53

Owner: Private

Hotel with late C18-early C19 front, 4 storeys and attic.

59 & 60 High Street

Grade: II

Listed: 30/10/69

Owner: Private

Late C18 with C19 and C20 alterations. No. 59 has 3 storeys and No. 60 has 3 storeys and attic.

63 High Street

Grade: II

Listed: 18/3/99

Owner: Private

House of C16 origins with early C19 front and late C20 alterations. 3 storeys and attic. Interior has C16 timber frame truss with wattle and daub infill.

127, 128 & 129 High Street

Grade: II

Listed: 25/9/72

Owner: Private

Early C19 houses of 3 storeys, left return of No. 127 is of mathematical tiles.

131 High Street

Grade: II

Owner: Private

3 storey house with late C18 front.

132 High Street

Grade: II

Owner: Private

Late C18 house of 3 storeys and attic.

132½ High Street

Grade: II

Owner: Private

Mid C19 house of 3 storeys with basement, stuccoed front with bold Greek key pattern to pilaster strips, Baroque pedestals support pilasters. Balcony at first floor with iron balustrades; interior corridor has neo-classical mythological relief plaques. Attached cast-iron railings are also listed.

133 & 134 High Street

Grade: II

Listed: 30/10/69

Owner: Private

Pair of late C18 houses, each of 2 storeys and attic.

**High Street,
Cathedral Church of St Thomas**

Grade: I

Listed: 10/1/53

Owner: *Private*

Chapel of Austin Priory founded c1180 for Jean de Gisors, choir probably 1180-90, transepts c1190-1220. Old tower and nave replaced 1683-93, C18 and C19 alterations and restorations; additions 1935-39 by Sir Charles Nicholson and West extension by Michael Drury 1990-91. Mixture of styles, Transitional, Early English, Classical and Byzantine.

Interior has fine series of C17 to early C19 wall memorials and other memorials and floor tablets.

Furnishings dating from late C17, C13 wall painting and C16 font.

**High Street,
Portsmouth Grammar School**

Grade: II

Listed: 30/10/69

Owner: *Private*

Former Cambridge Barracks officers quarters and mess c1855-60, 2 storeys and basement. Attached railings included in listing. Became part of Grammar School in 1926.

**High Street,
Outbuildings to south-west of
Grammar School**

Grade: II

Owner: *Private*

Formerly warehouses of late C18-early C19 date converted to form part of Cambridge Barracks (later Clarence Barracks) 1825, offices added 1860-80. 3 storey building, interesting example of traditional warehouse with fire-proof details. Now outbuildings to Grammar School.

**High Street,
Former Barracks to rear of**

Portsmouth Grammar School

Grade: II

Listed: 8/7/98

Owner: *Private*

Formerly 3 storey soldiers barracks, part of Cambridge Barracks c1856-58 in Late Georgian style, includes fire-proof cookhouse at south end. Now part of Grammar School

**High Street,
The Dolphin Hotel**

Grade: II

Listed: 30/10/69

Owner: *Private*

C18 and early C19 building of 3 storeys.

**High Street,
Pair of gas lighting columns in front
of George Court**

Old Portsmouth

Grade: II

Listed: 8/4/02

Gas lighting columns dating from 1824, formerly in front of George Hotel

1, 3 & 5 Lombard Street

Grade: II*

Listed: 10/1/53

Owner: *Private*

3 mid-late C17 houses altered late C18, 2 storeys and attic, each attic has Dutch gable.

**7 & 9 Lombard Street,
Powderham House &
Lombard House**

Grade: II

Listed: 10/1/53

Owner: *Private*

Pair of late C18 houses of 3 storeys.

**11 Lombard Street,
Benedict House**

Grade: II

Listed: 30/10/69

Owner: *Private*

Mid C18 house altered early C19, 2 storeys and attic.

**13 Lombard Street,
The Greye House**

Grade: II
Listed: 30/10/69
Owner: Private
Mid C18 house of 2 storeys and attic.

15 Lombard Street

Grade: II
Listed: 30/10/69
Owner: Private
Mid C18 house, 2 storeys and attic.

17 Lombard Street

Grade: II
Owner: Private
Early-mid C19 front to C18 century 2 storey house.

19 Lombard Street

Grade: II
Owner: Private
Late C18 house of 3 storeys.

27 Lombard Street

Grade: II
Listed: 16/2/70
Owner: Private
Mid C19 house with late C20 alterations, 3 storeys.

**Museum Road,
City Museum & Art Gallery,
Southsea**

Grade: II
Listed; 25/9/72
Owner; PCC
Former 4 storey barracks of 1893 in French Chateau style, red brick with stone dressings, designed under Lt. Colonel R Dawson-Scott RE, converted 1973. Originally part of the Clarence and Victoria Barracks of which this was almost certainly the officers quarters. A unique design in

English barracks and one of the most striking examples of the French Chateau style in the country. Formerly Clarence Road.

**Museum Road,
Iron railings to museum,**

Southsea
Grade; II
Listed; 8/7/98
Owner; PCC
Iron railings c1880 fronting former Clarence Barracks officers quarters, now City Museum and Art Gallery. Set between restored gate piers. Formerly Clarence Road.

**11 Pembroke Road,
The Lodge**

Grade: II
Owner: Private
Late C18 house, 3 storeys and attic, inscribed plaque on wall reading 'In this house was born on the 17th April 1833 Vicat Cole, the famous landscape painter'.

**13 Pembroke Road,
The Provost's House**

Grade: II
Listed: 30/10/69
Owner: Private
Mid C19 refacing of earlier building, stuccoed 2 storey house.

**17 Pembroke Road,
The Royal Naval Club**

Grade: II
Owner: Private
2 houses now Royal Naval Club, C18 with major alterations 1871-75 by Thomas Hellyer in Italianate style. Grey brick with red brick dressings and stucco, Royal Naval insignia decoration on door keystone. This is the only Royal Naval Club in existence, founded 1867.

**Pembroke Road,
Indian Mutiny Perthshire Volunteers
monument,**

Southsea
Grade; II
Listing: 25/9/72
Cons. Area; 4
Owner; PCC

Monument of c1869, marble obelisk with plinth commemorating members of the 90th Light Infantry Perthshire Volunteers killed in the Indian Mutiny of 1857 or dying in India between 1859-1869.

**Pembroke Road,
The Fitzclarence Monument,**

Southsea
Grade; II
Listed; 25/9/72
Cons. Area; 4
Owner; PCC

Monument of 1852 by J Truefitt and W. B Davis in Portland stone, tapering octagonal column on stepped base. Erected in memory of Lieutenant-General Fitzclarence, commander of the Portsmouth garrison who died in 1852.

1 Penny Street

Grade: II*
Listed: 10/1/53
Owner: Private

Originally 2 C18 3 storey houses, now one dwelling, late C20 restoration. Original sashes on first and second floors.

3 Penny Street

Grade: II*
Listed: 30/10/69
Owner: Private

C16-C17 timber frame house recased and altered late C18-early C19, 2 storeys and attic. Interior has remains of timber framing with wall posts and ceiling beams. Originally formed part of

one house with 5 Peacock Lane.

**31 Dolphin Cottage &
33 Penny Street**

Grade: II
Listed: 30/10/69
Owner: Private

2 late C18 houses of 3 storeys each.

**36 St Thomas's Street,
Flagship House**

Grade: II
Listed: 25/9/99
Owner: Private

Late C18-early C19 house of 3 storeys and basement.

44 & 45 St Thomas's Street

Grade: II
Listed: 18/3/99
Owner: Private

Two late C18-early C19 houses, converted to warehouse, restored to two houses C20, 3 storeys and attic.

47 & 48 St Thomas's Street

Grade: II
Listed: 10/1/53
Owner: Private

Pair of late C18 houses, 2 storeys and attic.

**49 St Thomas's Street,
Carlton House**

Grade: II
Listed: 30/10/69
Owner: Private

Late C18 house of 2 storeys and attic.

**50 St Thomas's Street,
Coopers House**

Grade: II
Listed: 25/9/72
Owner: Private

Late C18-early C19 3 storey house.

51 & 52 St Thomas's Street

Grade: II

Listed: 30/10/69

Owner: Private

Pair of C18-early C19 houses, 3 storeys and attic.

60, 61 & 62 St Thomas's Street

Grade: II

Listed: 10/1/53

Owner: Private

Three late C18 houses of 3 storeys.

**69 & 70 St Thomas's Street,
Becket House & Peppercorn House**

Grade: II

Listed: 10/1/53

Owner: Private

Pair of late C17-early C18 houses, late C18 refronting.

86 & 88 St Thomas's Street

Grade: II

Owner: Private

Bank, now two houses, early and mid C19 with late C20 alterations.

Tower Street,

Bollard

Grade: II Listed; 18/3/99

Owner: PCC

Cast-iron cannon dated 1708 reused as bollard, probably in late C19.

3. ANCIENT MONUMENTS

Landport Gate

Monument No: 140

Grid ref: SZ 634994. Owner: MoD

**Long Curtain, Kings Bastion
& Spur Redoubt**

Monument No: 20208

Grid ref: SZ 632991. Owner: PCC

Portsmouth Garrison Church

Monument No: 138

Grid Ref: SU 633992. Owner: MoD

**Point Battery including Square Tower,
King Edward's Tower**

Monument No: 261

Grid Ref: SZ 630992. Owner: PCC

4. ARTICLE 4(2) DIRECTIONS

Various operations to houses do not normally require planning permission. This includes changes to windows, doors, roofs, chimneys and boundary walls. The effect of these can gradually affect the appearance of a conservation area.

Article 4(2) Directions bring work to various features on elevations facing a highway under planning control.

The following properties were included in Article 4(2) Directions as at 23 May 2006:-

Battery Row 1 ,2 ,3
High Street 49 ,50 ,64 ,69
Highbury Street 4a ,6
Lombard Street 4 ,6 ,8 ,10 ,21 ,23 ,25
Peacock Lane
2 ,2a ,2b ,4 ,6 Farthingale Terrace
Pembroke Road
Williamsgate (the Cottage), 18
Penny Street 29 ,60
St. Nicholas Street 10 ,12
St. Thomas's Street 33 ,43

5. LOCAL LIST

The following buildings are included in the Local List of Buildings of Architectural or Historic Importance.

Battery Row

2, 3

Broad Street

Archway, Tower Street

Rear of 4, Boathouse

Tram track

High Street

Letter box adjacent to Duke of

Buckingham Public House

The Lemon Sole, 123

Lombard Street

4, 6, 8, 10

Peacock Lane

2, 4, 6

Pembroke Road

The Cottage

Rampart Wall

Tower Street

Black Horse Cottage, 3

Tower House

6. ENGLISH HERITAGE REGISTER OF PARKS & GARDENS

Southsea Seafront is included in the English Heritage National Register of Parks & Gardens of Historic Interest. The part of this area between Victoria Avenue and Pier Road is within this conservation area.

APPENDIX 4: PORTSMOUTH CITY LOCAL PLAN 2001-2011

The Portsmouth City Local Plan 2001-2011 includes many policies which are relevant to conservation areas and to this particular conservation area in particular. General policies include:-

- DC1** Design Principles
- DC2** Landscaping
- DC3** Landmark Buildings and Features
- DC4** Access for all
- DC5** Amenity & Pollution
- DC10** Conservation Areas
- DC11** Listed Buildings
- DC12** Locally Important Buildings and Structures
- DC13** Historic Parks and Gardens
- DC14** Trees
- DC15** Archaeological Sites and monuments
- DC20** Protection of Open Space
- DC22** Telecommunications Equipment

DC10 CONSERVATION AREAS

(A) Alterations

Proposals to alter an unlisted building in a conservation area will be permitted where the development is sympathetic in design, scale, materials, colour, landscaping and treatment to the rest of the building and/or area.

(B) Buildings and spaces

Development in a conservation area will be permitted where:

- (i) scale, form, materials and detailing respect the characteristics of buildings in the area;
- (ii) architectural features such as walls and shop fronts and other features which contribute to the character of an area are retained;
- (iii) there is no adverse impact on the townscape and roofscape of the conservation area, including the protection of important views within,

into and out of the area;

- (iv) a consistently high standard of design has been applied and good quality materials are proposed to be used; and
- (v) trees, open spaces and other landscape features which contribute to the character and appearance of the conservation area are protected.

(C) Change of use

Where a building contributes towards the character or appearance of a conservation area, a change of use will be permitted where it does not require any changes in the appearance or setting of the building other than those that will preserve or enhance its contribution to the area.

(D) Demolition

Development involving demolition in a conservation area will be permitted provided that -

- (i) the structure to be demolished makes no positive contribution to the character and appearance of the area;
- (ii) its potential for repair, retention and beneficial use is limited; and
- (iii) detailed proposals for the reuse of the site, including any replacement building or other structure, have been approved.

APPENDIX 5: SUMMARY OF EXISTING POWERS

	STATUTORY LISTED BUILDINGS	NON-LISTED BUILDINGS IN CONSERVATION AREAS
Boundary Walls, Fences and Pillars	LBC required for alterations, extensions and demolitions (including part thereof).	CAC required for complete or substantial demolition if wall is more than 1m high fronting a highway and 2m elsewhere. Planning permission required to erect a wall, fence, etc, if more than 1m high fronting a highway, 2m elsewhere. See Note: A 4(2)
Trees, Shrubs and other Planting		Six weeks notice for work to trees required.
Buildings	LBC required for demolition, alteration and extension. This includes internal works. Demolition includes partial demolition	CAC required for complete or substantial demolition of building where volume of building exceeds 115 cubic metres. See Note: A 4(2)
Doors	Replacement with different design or material would require LBC.	Houses No permission or CAC required to replace doors. See Note: A 4(2) Flats and commercial buildings Permission normally required if different from existing design.
Windows	Replacement with different design or material would require LBC.	Houses Permission not required to replace windows. See Note: A 4(2) Flats and commercial buildings Permission is required for replacement windows unless they match the original in terms of method of opening and design.
Roofs	Replacement with different materials would require LBC.	Houses Permission not required to change roof cladding material. See Note: A 4(2) Flats or commercial buildings Permission is required to change roof cladding material.
Chimneys	LBC required for demolition (including part thereof), alteration or extension.	Permission & CAC not usually required for demolition. Houses: See Note: A 4(2) Flats or commercial buildings Permission may be required for rebuilding
Other Details	LBC required for removal, alteration or extension.	Permission & CAC not usually required. Houses : See Note A 4(2) Flats or commercial buildings Permission may be required for rebuilding.
External Wall Finishes/Cladding	LBC required to remove/alter existing cladding or fix new cladding.	Permission required to clad exterior walls with stone, artificial stone, timber, plastic or tiles.

Note: **Permission** refers to Planning Permission. **LBC** refers to Listed Building Consent.
CAC refers to Conservation Area Consent.

A 4(2) Houses or single family dwelling: Permission needed if Article 4(2) direction in force.

Agenda Item 6



THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting: Traffic and Transportation Cabinet Decision Meeting

Date of meeting: 8th December 2022

Subject: Feasibility scheme prioritisation process

Report by: Tristan Samuels - Director of Regeneration

Report Author: Joanna Eldridge - Monitoring & Evaluation Officer

Wards affected: All

Key decision: No

Full Council decision: No

1. Requested by

1.1 Report requested by the Cabinet Member for Traffic and Transportation

2. Purpose of report

2.1 The purpose of this report is to present the Transport and Infrastructure service's process for prioritising schemes for feasibility and investigative works. This outlines the way schemes are proposed, recorded and prioritised to ensure resources are focused on assessing the feasibility of schemes aligned to the adopted Portsmouth Transport Strategy (Local Transport Plan 4) strategic objectives.

3. Background

3.1 The council receives a number of requests from residents, councillors and stakeholders to install transport measures and consider works and schemes around the city. Feasibility studies allow for data gathering and investigative works to better understand how the issues can be resolved and to ensure the council's resources

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

are used efficiently and that works align to the adopted Portsmouth Transport Strategy (LTP4)¹ a formalised, robust approach was devised.

- 3.2 The Portsmouth Transport Strategy and associated strategic objectives were adopted by Full Council in October 2021. This included the Portsmouth Transport Strategy Implementation Plan². The development of the feasibility prioritisation follows the same methodology as outlined for the Portsmouth Transport Strategy Implementation Plan, as outlined in section 4 of this report.
- 3.3 The feasibility process will record all requests received to ensure that they are documented in one place. Each request will be reviewed and scored against the Portsmouth Transport Strategy strategic objectives and then shared with the Cabinet Member for Traffic & Transportation. During this assessment, consideration is also given to other factors such as safety improvements and linkages to other schemes to be delivered.
- 3.4 Undertaking feasibility work will provide more certainty over what can be achieved in a given area, the potential costs and other opportunities. This can then be taken forward either through future internal capital bidding rounds or opportunities for external funding.

4. Prioritisation methodology

- 4.1 Scheme requests are received from a number of different sources across the Traffic and Transportation portfolio area. This includes residents, visitors, stakeholders, councillors and officers.
- 4.2 All feasibility requests should be submitted using the feasibility request shared mailbox (TransportFeasibilityRequests@portsmouthcc.gov.uk). Please note that a Portsmouth City Council webpage will be developed so it is clear how to report requests.
- 4.3 Once an initiative or potential scheme is requested it will be included within a feasibility list, which is a live document and is reviewed on a regular basis and reported to the Cabinet Member for Traffic and Transportation. This formal approach to dealing with requests will ensure all proposals are tracked, follow the approved process and will allow the services to direct resources accordingly.

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

² [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

4.4 It is recognised that a proposal for a scheme can fall into one of the following categories:

- **LTP Programme:** These are the statutory and reactive budgets which deliver the LTP4 vision and its strategic objectives.
- **Aspirational LTP:** These location specific proposals exceed the priorities and help the transport delivery to advance beyond what is necessary.
- **Strategic:** This includes revenue and policy work which supports the LTP4 but is outside the scope of capital funding.
- **Statutory & Safety:** There are schemes that the council has a statutory duty to deliver which are not subject to prioritisation and will be considered under their own scoring and taken forward to meet our statutory obligations and improve road safety.
- **Infrastructure:** These are major schemes which as well as addressing Transport objectives, also address wider corporate strategies.

4.5 Each initiative or potential scheme request received will be assessed and allocated a score based on its alignment to the Portsmouth Transport Strategy (LTP4) strategic objectives:

1. Deliver cleaner air
2. Prioritise walking and cycling
3. Transform public transport
4. Support business and protect our assets

4.6 Consideration is also given to other factors such as safety concerns. Proposals that address road safety are reviewed outside of the feasibility process and prioritised according to:

- casualty data at the site in the last 5 years
- the type of casualty and pedestrian/road user(s) involved
- speed survey data that is 3 years old or less
- the proximity of the site to key locations such as schools and other buildings used by vulnerable road users
- the advertised speed limit of the road.

All of these factors are then scored using an internal Road Safety Tool Kit and the total combined score for that road is used to create a prioritised list of roads

THIS ITEM IS FOR INFORMATION ONLY

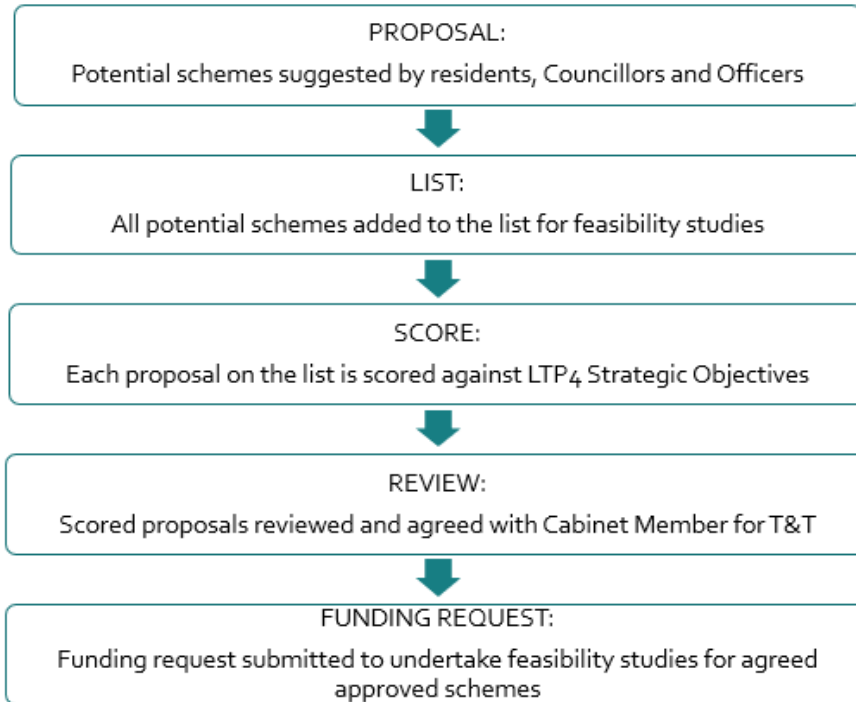
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

eligible for speed intervention measures.

- 4.7 The highest scoring feasibility schemes will be considered and put forward to the Cabinet Member for Traffic & Transportation, in liaison with Finance for approval for feasibility funding.
- 4.8 The Cabinet Member for Traffic & Transportation has delegated authority to reprioritise transport work as they see fit.
- 4.9 Strategic schemes require a more specific, desk based and detailed approach so are excluded from this process. These could then feed into the feasibility process once they have been further developed.
- 4.10 A scheme that has been prioritised will then require funding to undertake the feasibility work. Information gathered from the feasibility work will allow for a more detailed and accurate bid for capital funding either internally or externally.
- 4.11 Undertaking feasibility work will determine whether an initiative can be taken forward, providing a clearer understanding of the risks, costs and scope of the work.
- 4.12 The prioritised feasibility list will be presented and discussed with the Cabinet Member for Traffic and Transportation and Finance Manager for approval to fund the development of schemes through feasibility.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)



- 4.13 It should be noted that where proposals are approved to progress to feasibility, this is neither a commitment to deliver the scheme nor to fund the delivery of works.
- 4.14 Following the feasibility work, when a scheme progresses to delivery, the feasibility costs can be recharged to the capital scheme.

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

.....
Signed by:

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
1 Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
2 Local Transport Plan 4 (LTP4) - Portsmouth City Council	Local Transport Plan 4 (LTP4) - Portsmouth City Council

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

.....
Signed by: