

Agenda item: 

**Decision maker:** Cabinet Member for Traffic and Transportation

**Date:** 2 April 2020

**Subject:** Local Transport Plan 3 - Implementation Plan 2020/21

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** All

**Key Decision** No

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## **1 Purpose of report**

- 1.1 The purpose of this report is to seek approval for the Local Transport Plan 3 (LTP 3) Implementation Plan 2020/21. An allocation of £835,000 was agreed for the 2020/21 LTP3 Implementation Plan by Full Council on 11 February 2020 as part of the council's 2020/21 Capital Programme. This report details the proposed programme of schemes to be carried out.

## **2 Recommendations**

**It is recommended that:**

- 2.1 **The attached Local Transport Plan 3 Implementation Plan 2020/21 scheme list (Appendix A) is adopted;**
- 2.2 **Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to update the Local Transport Plan 3 Implementation with the attached proposed Local Transport Plan funded scheme list (Appendix A) as Portsmouth's adopted Implementation Plan for 2020/21.**
- 2.3 **Authority is delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and policy announcements.**
- 2.4 **It is noted that a new Local Transport Plan (LTP4) is currently being developed to outline how transport can address and respond to the current challenges being faced by the city.**

### **3 Background**

- 3.1 The adoption of a Local Transport Plan (LTP) is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local Transport Plans, including the opportunity for neighbouring authorities to jointly develop their LTP3, but stipulated that the LTP must contain two key elements:
- A Strategy (containing a set of policies)
  - An Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).
- 3.2 The Local Transport Plan 3 (LTP3) Joint South Hampshire Strategy 2011/2031 was approved by Full Council on 25 January 2011 along with the Implementation plan 2011/12, which came into effect on the 1 April 2011.
- 3.3 The current 2019/20 implementation plan was adopted by the Cabinet Member for Traffic and Transportation at the meeting on 14 March 2019.
- 3.4 On 1 May 2019, the UK Parliament declared a climate emergency, making the UK the first country to do so. PCC declared its own climate emergency in March 2019. This further highlighted the need to revise the LTP strategy with a greater emphasis on schemes to address and mitigate the environmental issues and align the policies with the current focus on improving air quality. Following a High Court ruling in 2018, Portsmouth City Council has been issued with three Ministerial Directives, placing a legally binding duty on the Council to undertake a number of steps to improve air quality in the city. One of these Directives, issued in October 2018, has required PCC to produce an Air Quality Local Plan setting out the case for delivering compliance with legal limits for NO<sub>2</sub> in the shortest possible time. Work on this plan is currently underway, with the Full Business Case estimated to be completed by the end of November 2020.
- 3.5 There is a plan to under a 12 week consultation on the draft Local Transport Plan 4 in the summer, with the final revised Local Transport Plan strategy and implementation plan adopted in the autumn. Whilst the implementation plan will be revised mid-year there are no planned changes to the programme of schemes to be delivered in 2020/21.
- 3.6 Alongside the proposed implementation plan, a range of complementary workstreams are currently underway, contributing to the delivery of a travel system that is greener, cleaner and safer for all. Workstreams include:
- Air Quality Local Plan - Portsmouth City Council are currently working on a plan for Portsmouth, which will set out how compliance with legal limits of NO<sub>2</sub> can be met across the city in the shortest possible time;
  - Local Cycling and Walking Infrastructure Plan (LCWIP) - A review of the City's key walking and cycling routes and the potential improvements required to encourage greater use;

- Electric Vehicle charging - the introduction of electric vehicle charging points on-street and in Portsmouth City Council owned car parks;
- Retrofitting over 100 local buses using the Western Corridor to Euro VI standards, removing dangerous chemicals from exhaust fumes;
- Development of the Parking Strategy - Work is underway to develop a Parking Strategy for Portsmouth, addressing the finite parking capacity in the city and increasing and improving public transport and active travel options, improving the movement options around the city. The strategy will seek to reduce the trend of city centre car dominance through supporting and encouraging alternative modes of travel. Once the draft strategy has been completed, consultation will take place with residents and businesses;
- Development of the South East Hampshire Rapid Transit - work continues on the plans and proposals under the Department for Transport's Transforming Cities Fund addressing key transport issues in the city and surrounding authorities;
- Park and ride expansion - designs and proposals are currently being consulted on for the expansion of the park and ride service. The site currently offers 665 spaces, but if the current proposals of a multi-storey parking facility are approved, this could increase to 2,600 spaces.

## **4 Implementation Plan**

- 4.1 Along with a long term strategy, the LTP3 is required to include an Implementation Plan which sets out the proposals for the delivery of the policies outlined within the Strategy.
- 4.2 A one year implementation plan has been developed for 2020/21, demonstrating how Portsmouth City Council will deliver against the outcomes of the LTP3 Strategy.
- 4.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is not ring-fenced, it is not considered possible to provide a confirmed 3 year Implementation Plan.
- 4.4 A scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (LTP3 and the Portsmouth City Council Corporate Plan), before being assessed for their deliverability under the LTP. Professional expertise and judgement is used to ensure an appropriate package of schemes is established, ensuring contribution to each of the policy areas, and a balanced geographical spread.
- 4.5 The LTP Implementation Plan includes three schemes which Portsmouth City Council has a statutory duty to deliver: Access for people with disabilities, Traveline and Rights of Way.

## **5 Next Steps**

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

## **6 Reasons for recommendations**

- 6.1 Following the recent allocation of funding for the 2020/21 LTP 3 Implementation Plan by Full Council, the programme of schemes to be delivered can now be proposed for the 2020/21 Implementation Plan.
- 6.2 Adoption of the LTP3 Implementation Plan by April 2020 is a statutory requirement.

## **7 Integrated impact assessment (IIA)**

- 7.1 An IIA has been produced for this scheme and impacts positively on the following sections:
  - Section A - Communities and Safety
    - A3 - Health
    - A4 - Income deprivation and poverty
  - Section B - Environment and climate change
    - B1 - Carbon emissions
    - B2 - Energy use
    - B4 - Natural environment
    - B5 - Air Quality
    - B6 - Transport
  - Section C - Regeneration of our city
    - C1 - Culture and Heritage
    - C3 - Economy
- 7.2 The LTP3 Implementation Plan contains a list of capital schemes, therefore as and when a scheme is approved and taken forward, a separate IIA specific to the project will be completed as part of the required consultation process.

## **8 Legal Implications**

- 8.1 As explained in the body of the report, the Council has a statutory duty under Sections 108 and 109 of the Transport Act 2000 ("the Act") (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has up to date policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan ("LTP") containing its policies for the purposes above and its proposals for the implementation of those policies.
- 8.2 For the purposes of this statutory duty, "transport" means:
- (a) the transport required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area, and
  - (b) the transport required for the transportation of freight;
- and includes facilities and services for pedestrians.
- 8.3 In developing and implementing the policies referred to above the Council has specific statutory duties to:
- take into account any policies announced by central government, and
  - to have regard to any guidance issued by the Secretary of State for the purposes of the LTP duty with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment.
- 8.4 The Council has a duty under Section 109 of the Act to keep the local transport plan under review and in doing so to consult with:
- the Secretary of State,
  - operators of any network or station, or any railway services, in its area
  - operators or providers of other transport services in its area
  - organisations appearing to the Council to be representative of the interests of users of transport services and facilities in its area, and
  - any other persons whom the Council consider appropriate to consult.
- 8.5 As soon as practicable after making any new plan or an alteration to the plan, the Council must:
- publish the plan (or the plan as altered) in such manner as it thinks fit,
  - send a copy of it to the Secretary of State,
  - make it available for inspection by any person, and
  - supply a copy of it (or any part of it) to any person on request either free of charge or at cost.

## **9 Director of Finance's comments**

- 9.1 The Capital Programme 2020/21 was approved by Full Council on 11<sup>th</sup> February 2020 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. Approval was obtained to allocate £835,000.
- 9.2 This report seeks approval to allocate the £835,000 across the areas detailed in Appendix A, which aim to deliver the schemes that will best benefit the city's residents, workers and visitors.
- 9.3 The report also recommends that authority be delegated to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the LTP programme that continue to meet the requirements of the Local Transport Plan aspirations, whilst remaining within the overall approved allocated budget of £835,000 and any other resources unallocated in the local Transport & Road Safety Plan 3 programme.

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Signed by:  
Tristan Samuels  
Director of Regeneration

## Appendices:

Appendix A - Proposed Local Transport Plan 3 funded schemes 2020/21

Appendix B - Integrated Impact Assessment (IIA) - LTP Implementation Plan 2020/21

## 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:

<b>Title of document</b>	<b>Location</b>
Transport Act 2000	<a href="http://www.legislation.gov.uk/ukpga/2000/38/contents">http://www.legislation.gov.uk/ukpga/2000/38/contents</a>
Portsmouth's Local Transport Plan 3	<a href="https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/local-transport-plan-3">https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/local-transport-plan-3</a>

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

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Signed by:

## Appendix A - Proposed Local Transport Plan 3 funded schemes 2020/21

Scheme name	Scheme Classification	Scheme overview	Ward
Access for People with Disabilities	Statutory Requirement	To provide low cost measures citywide where improvements to the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.	All wards
Traveline	Statutory Requirement	Provision of annual funding (jointly with all Local Transport authorities) to maintain and enhance comprehensive public transport information facilities through Traveline an online and telephone journey planning service.	All wards
Rights of Way	Statutory Requirement	PCC has a statutory requirement to sign Rights Of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.	All wards
Road Markings and Directional Signage	Reactive	Remediation of minor issues on the city's highway network as and when identified and assessed that improvements can be made by utilising signing and lining to improve visible presence, slow traffic speeds or provide direction assistance.	All wards
Casualty and Speed Reduction Measures	Reactive	The aims of this programme are to be responsive to residents' and Councillors speeding concerns, to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and encourage the use of active travel modes. Speed reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching.	All wards
East-West Cycle Corridor - Fratton to The Hard	Prioritised scheme	This funding would create the city's first dedicated, continuous cycle facility along a 3.7km corridor between Fratton Way roundabout to the Hard Interchange via the city centre, using cycling to respond to both public health and transport needs within the city. This three year build programme would be supported by a targeted behaviour change programme.	Milton, Fratton, Central Southsea, Charles Dickens, St. Thomas



Safer Routes Improvements	Prioritised scheme	Reactive works which can include, but not limited to installation of bollards, barriers, signage and dropped-kerbs.	All wards
Active Travel Improvements including Quieter Routes Improvements	Prioritised scheme	Small-scale infrastructure improvements (such as cycle parking, signage and lining) across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling. Also by encouraging new cyclists, through use of the 'Quieter Routes' this will help increase the modal shift set out in government targets which are shared by the city council (Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025).	All wards
Zebrites	Prioritised scheme	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings and are especially effective at crossings that experience vehicles not stopping for pedestrians. The Zebrite beacons draw attention to the crossing thus making it more likely that a pedestrian waiting to cross will be seen and therefore road safety is improved.	All wards
City-wide Early Release Low Level Cycle Signals	Prioritised scheme	Implementation of early release cycle signals to improve cycle safety at junctions and promote active travel.	All wards
Richmond Rd / Victoria Rd South junction improvements	Prioritised scheme	Improvements to junction to increase visibility and lower speeds to reduce the number of accidents in this location.	St. Jude