

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 17 March 2021

Subject: Local Transport Plan 3 - Implementation Plan 2021/22

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the Local Transport Plan 3 (LTP 3) Implementation Plan 2021/22.
- 1.2 The report notes the £1,000,000 funding allocated to the 2021/22 LTP3 Implementation Plan by Full Council on 9th February 2021 as part of the council's 2021/22 Capital Programme.
- 1.3 This report details the proposed programme of schemes to be delivered.

2. Recommendations

It is recommended that:

- 2.1 **The attached Local Transport Plan 3 (LTP3) funded schemes 2021/22 (Appendix A) is adopted as Portsmouth's LTP3 Implementation Plan 2021/22;**
- 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 Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A) as Portsmouth's adopted Implementation Plan for 2021/22;**
- 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 being developed which will set out the vision, objectives and policies for taking the city's transport and travel network forwards over the next sixteen years. This process will lead to an updated implementation plan expected later this year.

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 to 2031 was approved by Full Council on 25 January 2011 along with the one year Implementation plan 2011/12, which came into effect on the 1 April 2011.

3.3 A new implementation plan has been adopted on an annual basis since 2011. Due to the pandemic, the Traffic and Transportation Cabinet meeting scheduled for 26th March 2020 was cancelled.

3.4 To fulfil the statutory requirement of having an adopted implementation plan, the report was considered via Standing Order 58 on 2nd April 2020. The Chief Executive agreed the adoption of the 2020/21 implementation plan in principle, with a proviso to allow for the funding to be diverted if needed to respond to the Covid-19 pandemic. The commitment of any expenditure on any scheme was subject to further approval by the S151 Officer.

3.5 In December 2020, the LTP Programme budget was reduced by £192,000, from £835,000 to £643,000.

4. Local Transport Plan 4

4.1 It is for the Local Transport Authority (LTA) to determine the most suitable length for both the strategy and the implementation plan elements. The strategy element of the draft Local Transport Plan 4 covers the period 2020-2036.

4.2 The Local Transport Plan 4 Implementation Plan focuses on a 3 year programme, however it will consider schemes, initiatives and activities over the

length of the LTP 4 strategy to 2036. The LTP4 Implementation Plan will be updated every 3 years, with reporting and funding being sort annually through internal Portsmouth City Council processes and external funding opportunities. Please note that for the LTP3 implementation plans, these have been developed and adopted on an annual basis following funding announcements.

- 4.3 Consultation was carried out on the draft Local Transport Plan 4 during late 2020, with a series of stakeholder workshops being held, and an online consultation, which closed on 21st December 2020. The online consultation received over 1,000 responses.
- 4.4 Further stakeholder workshops are being held in March 2021 to discuss the principles of the Local Transport Plan 4 Implementation Plan.
- 4.5 The results of both the consultation process and stakeholder workshops will be analysed and reviewed, with the final revised Local Transport Plan 4 strategy and implementation plan due to be adopted once this process has been completed. 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.
- 4.6 The LTP4 will replace the current LTP3 (2011-2031). Whilst this remains current, the significant changes in central government transport and wider policy means that an updated long term, integrated transport strategy (LTP4) governing the period from 2020 to 2036 is required to ensure that we are able to plan effectively to deal with the transport challenges we are currently facing.

5. Complementary work programmes

- 5.1 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 - PCC's Local Air Quality Plan makes the case for introducing measures to reduce concentrations of nitrogen dioxide pollution in the city in the shortest possible time. The plan focuses on emission from road traffic and includes the introduction of a Class B charging CAZ in 2021 as well as marketing and behaviour change activity, localised changes to traffic signals and installation of rapid Electric Vehicle (EV) charging points for use by taxi/ PHV drivers.
 - 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. Consultation was carried out on this plan in late 2020.
 - Electric Vehicle charging - the introduction of electric vehicle charging points on-street and in Portsmouth City Council owned car parks;
 - Delivery of the South East Hampshire Rapid Transit (SEHRT) - work continues on the development, engagement and implementation

following the successful funding bid under the Department for Transport's Transforming Cities Fund.

- Development of the South East Hampshire Rapid Transit future phases - considering future funding opportunities and embedding into future plans across the city and wider region.
- Park and ride expansion - The Park and Ride Expansion Outline Planning Application was submitted in 2020, and will be discussed at the Planning Committee imminently. Once approved the full business case will be developed to support funding bids which will allow detailed design to commence and the full planning application will follow.

6. Implementation Plan

- 6.1 A one year implementation plan has been developed for 2021/22, demonstrating how Portsmouth City Council will deliver against the outcomes of the LTP3 Strategy.
- 6.2 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.
- 6.3 A scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (LTP3 and the PCC Corporate Plan), before being assessed for their deliverability under the LTP. Professional expertise and judgement is used to ensure an appropriate package of schemes is established, ensuring contribution to each of the policy areas, and a balanced geographical spread.
- 6.4 The LTP Implementation Plan includes three schemes which PCC has a statutory duty to deliver: Access for people with disabilities, Traveline and Rights of Way.
- 6.5 See Appendix A attached within this document.

7. Next Steps

- 7.1 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.
- 7.2 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.

8. Reasons for recommendations

8.1 Following the recent allocation of funding for the 2021/22 LTP 3 Implementation Plan by Full Council, the programme of schemes to be delivered can now be proposed for the 2021/22 Implementation Plan.

8.2 The current LTP3 implementation plan runs until 31 March 2021. It is a statutory requirement to have an adopted LTP Implementation Plan.

9. Integrated impact assessment

9.1 Please see Appendix B attached as a separate document.

10. Legal implications

10.1 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.

10.2 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.

10.3 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.

10.4 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.

- 10.5 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.

11. Director of Finance's comments

- 11.1 The Capital Programme 2021/22 was approved by Full Council on 9th February 2021 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. Approval was obtained to allocate £1m.
- 11.2 This report seeks approval to allocate the £1m to the schemes detailed in Appendix A.
- 11.3 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 £1m and any other resources allocated to the local transport plan.

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Signed by:

Appendices:

- Appendix A: Proposed Local Transport Plan 3 funded schemes 2021/22 included below
Appendix B: Integrated Impact Assessment
Appendix C: Proposed LTP 3 funded schemes 21/22 with allocation - Exempt

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
Note of SO58 urgent decision 02/04/2020 (approval of 20/21 Implementation Plan)	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 16th July, 2020, 4.00 pm Portsmouth City Council
Transport Act 2000	Transport Act 2000 (legislation.gov.uk)
Portsmouth's Local Transport Plan 3	Local Transport Plan 3 - Portsmouth City Council
Portsmouth's draft Local Transport Plan 4	Transport strategy 2020 - Travel Portsmouth

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 2021/22

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

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
Traffic Signal / VMS Reconfiguration	Prioritised scheme	To implement a number of changes to traffic signals and variable message signs across the city	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.	Fratton, Central Southsea, Charles Dickens

Workplace Sustainable Travel Fund	Prioritised scheme	Local businesses will have the opportunity to apply for funding towards sustainable travel projects for their workplace/ staff travel, with a particular focus on walking and cycling.	All wards
On-Street and Off-Street Residential Charging Points	Prioritised scheme	To promote the uptake of electric vehicles and to support the air quality agenda it is essential to provide necessary enabling infrastructure. The project has two strands 1) An On-Street Residential Chargepoint scheme 2) Off-Street provision in council owned car park facilities, including those at leisure and business centres.	All wards
Low traffic neighbourhoods	Prioritised scheme	There is a growing demand for low traffic neighbourhoods and one ways within the city, and a list of requests has been compiled. LTNs are an effective way of prioritising active travel, and reducing non-resident travel within residential areas.	All Wards