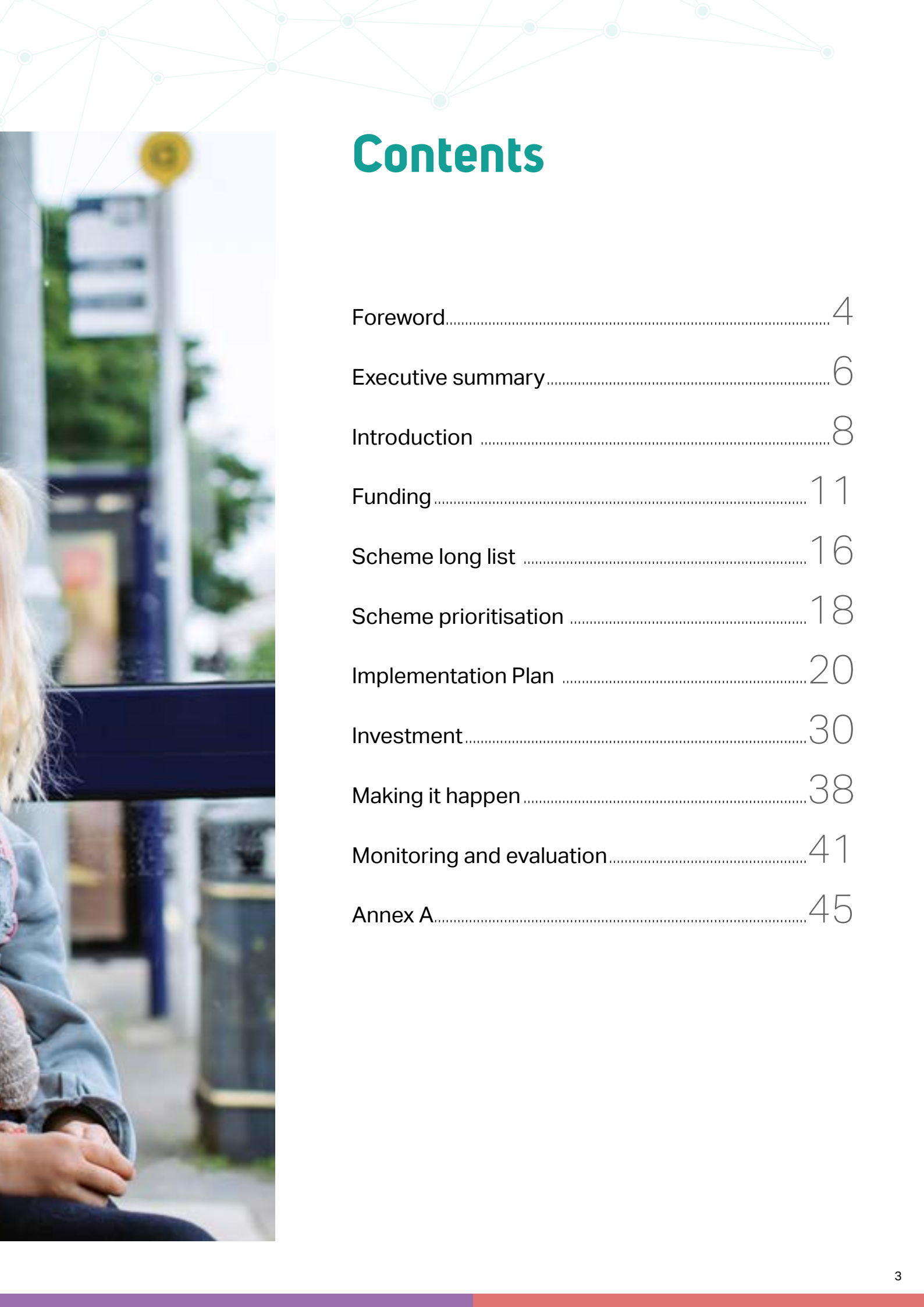


Portsmouth Transport Implementation Plan 2022/23 – 2024/25

Improving journeys for a greener,
healthier and better connected future







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Foreword

I am delighted to endorse this Transport Implementation Plan, which will deliver continuous improvement to Portsmouth's transport network over the next three years and support our ambitious 2038 Transport Strategy.

Our transport system needs to change to enable healthier travel choices and make the air we breathe cleaner. This plan for exciting and positive change in the city will boost economic prosperity, deliver inclusive growth, provide sustainable development and create cleaner air for all.

By making the investment now, we will create an inclusive travel system with connectivity across our communities by prioritising walking, cycling and public transport over general traffic. This will benefit many generations to come, helping us to develop a safer, healthier and thriving city.

This Transport Implementation Plan provides an indicative prioritised delivery plan for the next three years which will be reviewed annually to ensure that it supports the successful delivery of our 2038 transport vision.

I look forward to leading the delivery of this ambitious programme to prepare Portsmouth's transport network for the next generation.

Councillor Lynne Stagg

Cabinet Member for Traffic and Transportation





Executive summary

Portsmouth's Transport Implementation Plan describes what the city needs to do differently over the next three years to continue making improvements that support the delivery of our ambitious transport vision set out in our Transport Strategy.

Together, the Portsmouth Transport Strategy (2021 – 2038) and the supporting Implementation Plan (2022/23 – 2024/25)¹ form the fourth Local Transport Plan (LTP4) for Portsmouth. This is delivered as part of our statutory duty as the local highways authority, as outlined in the Local Transport Act (2008).

The Implementation Plan will support the delivery of a new approach, with action now, shaping a future where people have the opportunity to choose alternative travel modes to the private car when making every day journeys into and around our city. A 21st century Portsmouth requires a dynamic transport network that is accessible, safe, and affordable whilst prioritising walking, cycling and public transport. This Implementation Plan prioritises schemes to be delivered over a three-year period. Each year the prioritised schemes will be reviewed and progress reported.

By delivering the schemes in the Implementation Plan we will support economic growth, reduce transport's damaging impact on air quality and explore the use of new advances in technology and transport. This will create a Portsmouth which is better connected with the wider region, whilst helping people to have safer, greener and cleaner journeys. This plan enables us to think ahead, capitalise on opportunities and shape our city for generations to come.

Development of the Implementation Plan

Total funding requirements of £2.0m (2022/23), £4.6m (2023/24) and £24.8m (2024/25) have been identified for the three years covered by this Implementation Plan. These funding requirements include some high value schemes that are likely to deliver against the strategic objectives, for example, a new transport hub, including expansion of the Park & Ride, and a new bus depot. This funding requirement is divided across a number of funding streams as outlined in the funding section of this plan.

However, to deliver our Implementation Plan, it is important that we secure additional funding from central government and other sources. This Implementation Plan highlights the needs and requirements of investment in order to achieve the Portsmouth Transport Strategy vision and strategic objectives. Many of the detailed strategies identified for development will take time to plan and implement, and their effects may not become visible until the longer term. Therefore, it is important to start developing and engaging at the early stages of this plan, to ensure the benefits of the plan can be realised.

The Implementation Plan will be monitored and evaluated on an annual basis through the LTP4 Annual Monitoring Report.

¹ Due to the funding allocation cycle, the LTP4 Implementation will commence from 2022/23. The 2021/22 Implementation Plan was adopted in March 2021 by the Traffic & Transportation Cabinet meeting under LTP3.

Scheme prioritisation list

Scheme long list

Long list of schemes identified which align to the Transport Strategy strategic objectives

Prioritisation

Based on alignment to the strategic objectives, costs, timescales and stakeholder support

2022/23-2024/25 Priority schemes

Includes strategies and policies to set the shape and direction of the Implementation Plan

Includes schemes that require longer-term planning to ensure delivery by 2038

Longer-term schemes to 2038

Lower priority schemes with shorter planning and delivery timescales

Introduction

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.

Portsmouth Transport Strategy 2038 vision.

The Portsmouth Transport Strategy 2021 – 2038 sets out our vision of a greener, safer and healthier future for everyone who travels into and around the city. Our policies and objectives will support economic growth, reduce the damaging impact on air quality caused by transport, explore the use of new advances in technology and transport and better connect Portsmouth with the wider region, whilst helping people to have safer, greener, and cleaner journeys. It sets out ambitious policies that will deliver positive changes in how we live our daily lives. This Implementation Plan supports the delivery of the strategy and enables us to think ahead, capitalise on opportunities and shape our city for generations to come.

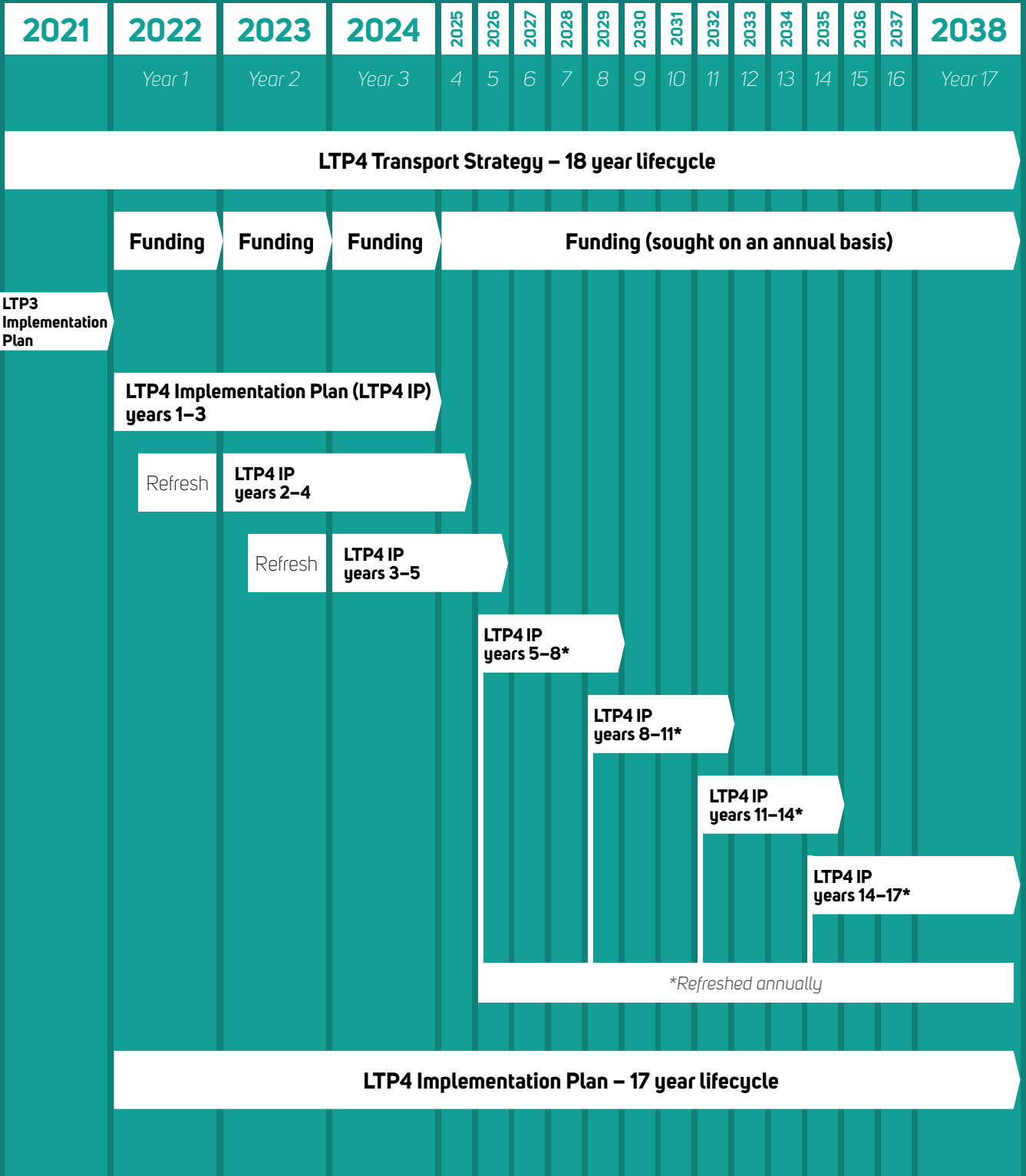
Looking ahead to the Transport Strategy 2021 – 2038 (LTP4)

The Transport Strategy 2021 – 2038 vision is underpinned by four strategic objectives.

-  **Deliver cleaner air**
-  **Prioritise walking and cycling**
-  **Transform public transport**
-  **Support business and protect our assets**

In order to achieve these strategic objectives, the Transport Strategy sets out 18 policies [see page 45](#), each aligned to a specific objective. This Implementation Plan identifies specific schemes for these policies and outlines how they will be monitored and evaluated.

Portsmouth Transport Strategy and Implementation Plan relationship



Timescales

This Implementation Plan will cover the period 2022/23 to 2024/25 as well as an indicative plan up to 2038.

The Implementation Plan will be reviewed on an annual basis, outlining any new schemes and opportunities, which will be fed into the prioritisation process.

What this implementation plan tells us	Where to find the information
The schemes that will be implemented between 2022 and 2038 – aligned to the four strategic objectives of the Transport Strategy	Scheme long list (page 16)
The prioritised schemes for the three year period – 2022/23 to 2024/25	Scheme prioritisation (page 18)
The schemes that will be delivered in Years 1, 2, or 3	Implementation Plan (page 20)
The process to maximise engagement to successfully implement priority schemes	Making it happen (page 38)
The approach to assessing scheme performance against the Transport Strategy objectives and policies	Monitoring and evaluation (page 41)



Funding

We recognise that the Transport Strategy is ambitious and if we are to deliver our vision and strategic objectives we will need to progress and seek both internal and external funding opportunities. Delivering the plan will therefore involve securing funding from central government and other third party sources.

This may include:

- Financial and infrastructure contributions from future developments that this Transport Strategy will help to unlock and deliver.
- Mechanisms that enable the council to capture some of the uplift in land value resulting from new transport improvements.
- Re-investing revenue from innovative measures that could be considered by the council.

The current potential funding sources available to the city council are outlined in this section. These represent the known funding sources at the time of writing this Implementation Plan, however, as we go through the lifecycle of the Transport Strategy there are likely to be others that become available, and that will help deliver our priorities. This funding list will therefore be updated as new funding becomes available.

Internal funding sources

Portsmouth City Council corporate resources

Each year the council invites bids from all council departments to bid for a share of its un-ring-fenced corporate resources. The administration will then consider these bids against competing priorities and available corporate resources, allocating funding accordingly. This allocation is then approved by Full Council in the February of the preceding financial year. In the past the amount of money awarded to deliver the Local Transport Plan (LTP) programme has been between £800,000 and £1.5m.

The council only has surety of funding up to this financial year, 2021/22 at the time of writing this document.

As part of this same exercise, some of the larger schemes identified within the Transport Strategy that span a number of council departments, for example City Centre regeneration, have separate bids submitted for these same resources. Bids will also be submitted to alternative external funding sources sometimes using corporate resources as match funding.

Parking reserve

In line with the Road Traffic Regulation Act the money received as a result of on-street parking charges and penalty charge notices can be reinvested into the city's transport infrastructure. This provides a significant and valuable source of funding that enables the council to potentially fund improvements to the transport network.

A number of feasibility studies, exploratory studies and strategies included within this Implementation Plan are likely to be funded this way including:

- Public Transport Strategy
- Parking Strategy
- Air Quality Strategy
- Behaviour Change Strategy

External funding sources opportunities

Levelling Up Fund

Announced in the 2020 spending review, the Levelling Up Fund (LUF) will invest £4.8 billion (up to 2024-25) in high-value local infrastructure in the places where it can make the greatest difference including ex-industrial areas, deprived towns and coastal communities. Local authorities were categorised into bands, 1, 2 and 3, by central government, with category 1 representing places more in need of investment through the fund. Portsmouth has been included in priority category 2. This banding forms part of the criteria for assessing bids alongside 'deliverability', 'value for money' and 'strategic fit'.

We are currently collating a bid for the LUF, due to be submitted in June 2021. Schemes included within this Implementation Plan that are likely to be included within our bids are:

- Portsmouth transport hub, including a Park & Ride expansion. To reduce pollution and congestion in the city and increase transport choices.

National Bus Strategy – Bus Back Better and the Bus Service Improvement Plan

In March 2021 the government announced the launch of the Bus Back Better Strategy as part of its Covid-19 recovery plan. The strategy sets out the vision and opportunity to delivery better buses across England through ambitious reform of how services are planned and delivered alongside simpler fares, new fleet, improved routes and higher frequencies.

In February 2020 the government announced £5 billion of new funding to transform bus travel

and active travel in all local authorities outside of London. We are required to submit a robust and ambitious Bus Service Improvement Plan, in line with the Bus Back Better Strategy, by the end of October 2021, to unlock future funding opportunities.

Developer funding

Financial contributions from developers are essential to mitigate the impact of developments on the transport network.

General funding is typically secured through Community Infrastructure Levy (CIL) contributions and site specific funding by Section 106 (S106) Agreements and Section 278 (S278) Agreements. S106 Agreements are legal agreements between the developer and the local authority and are directly linked to planning permission, used for mitigation of unacceptable impacts of development on the highway network. S278 Agreements between the developer and the local authority allow a developer to make amendments to the public highway as part of a planning approval. CIL contributions are collected from developers for general infrastructure and not ring fenced to transport but could potentially be used towards highways and transport infrastructure.

Schemes required to unlock development and mitigate its impact have been identified as part of this Implementation Plan, in particular Horsea link bridge, required to support the development at Tipner West, and travel planning measures required across a number of proposed developments.



Network Rail schemes

A number of schemes considered within this Implementation Plan are in the control of Network Rail as they include improvements to the rail network and associated infrastructure. These include:

- Portsmouth and Southsea Station Improvements
- Improved rail journey times to Southampton and London
- Improved possibilities for rail connections
- Solent Rail Connectivity Plan (Solent Continuous Modular Strategic Plan)

Although these schemes have been included within the Implementation Plan, they will be developed and led by Network Rail. As the projects develop, the council are keen to support our partners and work collaboratively in order to realise the maximum benefits for the city and wider region.

Bids for funding already submitted

On 3 March 2021, the Department for Transport notified all combined and local transport authorities of their indicative revenue funding allocations for 2021/22 under the new one year Local Authority Capability Fund. We submitted a bid to the Department for Transport including the following:

- Cycle maintenance sessions
- Workplace Sustainable Travel Fund
- School travel planning
- School travel challenge
- Led cycle rides
- Cycle loan scheme
- Cycle security measures
- Community active travel events
- Active travel marketing/communications activities
- Scheme planning
- Scheme design
- Public engagement/consultation
- Data and evidence monitoring, modelling and research

The final announcement on funding is expected imminently and therefore confirmed funding will be updated in due course.

Funding already secured

Transforming Cities Fund

The Department for Transport released two waves of funding for the Transforming Cities Fund. First, shortlisted cities could bid for 'quick wins' – projects that can begin in the financial year 2018/19 and support the overall bid.

We received the full ask of £4 million from the 'Tranche 1' fund. This enabled the upgrade of three busy junctions in Portsmouth and installation of Real Time Information at bus stops across Portsmouth, Havant and Waterlooville. In addition, £1.4m was used to support the extension of the Eclipse bus route in Gosport.

Tranche 2 investment totalled just under £56 million and will be used to fund 23 schemes across Portsmouth, Hampshire, and the Isle of Wight. These interventions will improve public transport and active travel infrastructure, while supporting the next phase of South East Hampshire Rapid Transit initiative.

Schemes within Portsmouth include:

- Spur Road Roundabout
- Portsbridge area junctions
- Havant Road/Eastern Road/Farlington Avenue signal upgrades
- Eastern Road to the city centre cycle scheme
- Copnor Road and Burrfields Road signal upgrades
- Rudmore Roundabout
- Lake Road
- City Centre North
- City Centre South
- Fratton Road/Lake Road/St Mary's Road signal upgrades

- Fratton to city centre walking route
- Frensham Road/Goldsmith Avenue cycle scheme
- City-wide Real Time Information at bus stops

Future Transport Zone

Solent Transport were selected by the government in March 2020 as one of four new Future Transport Zones (FTZ) set to receive a share of a £90 million technology trial to boost smart transport schemes. A number of schemes identified within this Implementation Plan have received funding, and have been allocated resource, as part of the FTZ. These include:

- Rental e-scooter trial
- Integrated ticketing
- Trial of dynamic demand responsive transit (DDRT)
- Mobility as a Service platform and mobility credits
- Growing Solent Go
- Drone logistics
- Delivery consolidation and delivery/service plans
- Bike share project
- Sustainable last mile logistics and micro consolidation points

Solent Transport is a partnership made up of the four local transport authorities (LTAs) – Portsmouth City Council, Hampshire County Council, Southampton City Council, and Isle of Wight Council. As the LTA, Portsmouth City Council and the other Solent regions LTAs, are the delivery bodies for any transport schemes on the network. Portsmouth City Council are responsible for developing and implementing the FTZ measures. Feasibility studies are currently ongoing using the funding already secured through the FTZ programme. It is anticipated



that the results of these studies will feed into future year Implementation Plan updates once more detail is known on their outcomes and requirements for future resource and funding.

Highways England Travel Demand Management

Funding was secured by Solent Transport for the M27/M3 Travel Demand Management project to mitigate and manage the impact of these smart motorway construction works and provide a legacy of behaviour change on the surrounding travel network. Three packages of actions as detailed below aim to encourage commuters primarily to re-mode or re-time their journeys to reduce impact on congestion and air quality and provide improvements to infrastructure in key locations.

The three key elements in the M27/M3 project:

- 1) Workplaces will be supported with a range of interventions and incentives to help remove the barriers to travelling sustainably.
- 2) Communications support and campaigns will be used to complement engagement with the workplaces, schools and colleges, encouraging people to re-mode or reduce their need to travel.
- 3) A number of supporting projects to enable the local transport network to serve new needs and operate reliably despite additional traffic and demand. This package has been reviewed following the pandemic and is currently focused on feasibility of local transport hubs.

Private Finance Initiative (PFI)

The city council has a highways maintenance PFI contract with contractor Ensign Highways that runs until 2030. This project is a way of funding highways improvements through the private sector where the contractor designs, builds, finances and operates the highways network within the city.

A number of other initiatives are delivered through this arrangement that help to support the outputs for this Implementation Plan, such as:

- Portsmouth City Council's Asset Management Strategy (already established with Ensign)
- Lane permits for road works
- Highways maintenance contract (already established with Ensign).

Air quality funding

In February 2016 the Department for Environment, Food and Rural Affairs and the Department for Transport established the Joint Air Quality Unit (JAQU) for delivery of the Governments air quality plans. This included funding to cover feasibility studies; the implementation of Clean Air Zones (CAZ) including Portsmouth's CAZ; operation and management of measures; and monitoring of air quality. Portsmouth City Council has been awarded funding from central government to implement a Class B charging Clean Air Zone and associated measures to deliver compliance with legal limits for nitrogen dioxide. Measures included within this Implementation Plan that would look to draw on this funding consist of:

- Supporting infrastructure for alternative fuels and ultra-low emissions vehicles.
- Increased Electric Vehicle (EV) charging point provision

Office for Zero Emission Vehicles (OZEV) grants

The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential charge points for plug-in electric vehicles. Portsmouth City Council have received funding for phase 1 and 2, and are preparing a bid for a further phase 3.

Scheme long list

To understand the aspirations of our community, we actively engaged with stakeholders, partners, businesses and council service areas to create a long list of schemes that would deliver against the Portsmouth Transport Strategy vision and strategic objectives. This collated list formed the basis of schemes to be included within the Implementation Plan and subsequently underwent a thorough prioritisation process for those which did not already have funding secured.

All of the schemes in the long list are set out below, Whilst they are listed under one specific strategic objective for simplicity, aligning with the policies in the strategy document, it is important to note that there is overlap within them and they will deliver across several or all of the objectives in the LTP4 strategy.*

Deliver cleaner air

- Air Quality Action Plan
- Air Quality Strategy
- Behaviour change strategy
- Car clubs
- Car-free development
- City centre Clean Air Zone
- Communications and behaviour change campaigns and events
- Council staff travel plan
- Explore private non-residential parking restrictions
- Feasibility for off-street electric vehicle charge points
- Liftshare
- Local Air Quality Plan
- On-street electric vehicle charging future phases
- Park & Ride expansion and transport hub

- Park & Ride Strategy
- Parking Strategy
- Rental e-scooter trial
- Resident parking zones programme
- Road Safety and Casualty Report
- Shared bike/e-bike project
- Supporting infrastructure for alternative fuels and ultra low emissions vehicles
- Sustainable Modes of Travel Strategy for schools
- Ultra Zero Emissions Strategy
- Workplace Sustainable Travel Fund
- Workplace travel planning

Prioritise walking and cycling

- Access for people with disabilities
- Active travel improvements including quieter routes improvements
- Allaway Avenue cycle route
- Broad St/Feltham Row crossing
- Casualty and speed reduction measures
- City-wide early release low level cycle signals
- Clutter-free streets
- Crossing facilities
- Cycle hangars
- Eastern corridor improvements
- Gunwharf Road puffin crossing
- High St/Peacock Ln crossing
- High Street traffic calming
- Kings Road roundabout – Cycle segregation
- Local Cycling and Walking Infrastructure Plan (LCWIP) 2
- Low Traffic Neighbourhood – (Different from EATF)

* Please note these schemes are in alphabetical order

- Pembroke Rd calming/crossing
- Play & School Streets
- Portsmouth and Southsea station cycle hub
- Prioritise access to local district and city centres
- Rights of Way
- Safer routes improvements
- Salisbury Road/Magdala Road junction improvements
- Walking and Cycling Strategy
- Wayfinding Strategy
- Western corridor improvements
- Wharf Road tiger crossing

Transform public transport

- Accessibility Strategy
- Bus connectivity and communications
- Bus depot
- Bus lane review
- Bus Service Improvement Plan (BSIP)
- Dynamic bus priority
- Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2
- Growing Solent Go
- Horsea link bridge
- Improved rail journey times to Southampton and London
- Improved transport interchanges and new transport hubs.
- Independent travel training
- Integrated ticketing
- Investigate possibilities for improved rail connections
- Mobility as a Service platform and mobility credits
- National Bus Strategy - Bus Back Better
- Portsmouth and Southsea station improvements
- Public Transport infrastructure improvements
- Public Transport Strategy
- SEHRT future phases

- Solent Continuous Modular Strategic Plan (CMSP)
- Traveline
- Trial of dynamic demand responsive transit (DDRT)

Support business and protect our assets

- Access to ports feasibility study
- Adaptive road space
- Asset Management Policy and Strategy
- Autonomous vehicles
- Car park counter pilot (Phase 2)
- C-ITS and C-ITS pilots
- City centre regeneration
- Collaborative traffic management feasibility
- Connected vehicles
- Delivery consolidation and delivery/service plans
- Drone logistics
- Enforcement of moving traffic offences
- Freight strategy
- Highways maintenance contract and strategy
- Junction signalisation and signals upgrades
- Lane permits for road works
- Replacement / new VMS around the city, including the M275 southbound gantry signs.
- Road markings and directional signage
- Road safety – M275 southbound (from Rudmore flyover) – advanced VAS and associated detection
- Smart Cities
- Street Lighting Strategy
- Sustainable last mile logistics and micro consolidation points
- Traffic count sites
- Traffic signal / VMS reconfiguration
- Vehicle Mitigation measures at the Hard Interchange
- Zebrites

Scheme prioritisation

Each year we identify many transport schemes, policies, plans and strategies that would improve our transport network for the people that use and rely on it for their day to day activities. We also receive many requests for schemes and improvements from local communities, stakeholders and organisations. We make the best use of council resources in delivering our Transport Strategy, by undertaking a rigorous prioritisation exercise of all the schemes on the long list, whilst also taking into account the requests and feedback we have received.

Methodology

Developing an Implementation Plan that spans the 17 years of the Transport Strategy and provides a detailed action plan for the first three years of the lifecycle, initially requires the schemes in the longlist to be prioritised into a manageable number of priority schemes for initial focus. This includes long term schemes for which the planning and development needs to start now. Alongside this, schemes which the council have a statutory duty to deliver are not subject to prioritisation and will be taken forward annually to meet our statutory obligations.

The long list of schemes was scored by a panel of officers, and an independent verifier, on the basis of their alignment against each of the four strategic objectives of the Transport Strategy. It is important that deliverables are prioritised to ensure best value and maximum benefits for the city.

Following the assessment on the ability to deliver the Transport Strategy strategic objectives, schemes were then assessed on overall deliverability (cost, planning timescales, delivery timescales and level of scheme stakeholder acceptability (if known)). This enables schemes with longer planning and/or delivery timescales

to be programmed early to ensure that they are delivered within the 17-year lifecycle of the Transport Strategy. Cost information has helped to programme on an annual basis without overloading existing resources, and where known, knowledge of stakeholder acceptability has allowed us to factor scheme deliverability into the prioritisation process.

Alignment to strategic objectives

Deliver cleaner air

Prioritise walking and cycling

Transform public transport

Support business and protect our assets

Deliverability

Cost

What is the estimated scheme cost?

Planning timescales

How long are schemes likely to take to develop and get approved?

Delivery timescales

How long are schemes likely to take to construct or implement?

Stakeholder acceptability

What is the likely level of stakeholder support for the scheme?



Implementation Plan

Priority packages for 2022/23 to 2024/25

Through a combination of the prioritisation of the schemes against the strategic objectives and additional information provided by officers and stakeholders, schemes were programmed according to their priority, planning timescale, delivery timescale and stakeholder acceptability.

The following table shows those schemes prioritised for delivery in the first three years of the Implementation Plan and require funding, in priority order. These will be reviewed on an annual basis.

Schemes which the council have a statutory duty to deliver are not subject to prioritisation and will be taken forward annually to meet our statutory obligations. This includes:

- Public Rights of Way
- Traveline
- Access for people with disabilities

Deliver cleaner air
Prioritise walking and cycling
Transform public transport
Support businesses and protect our assets

Statutory schemes

Statutory schemes	Description	2022-2023	2023-2024	2024-2025
Traveline	Maintain and enhance comprehensive public transport information facilities through Traveline, an online and telephone journey planning service.	✓	✓	✓
Access for people with disabilities	Improvements such as to the kerb lines, signing and street furniture.	✓	✓	✓
Rights of Way	Signing Public Rights of Way and to investigate and resolve all Public Rights of Way claims.	✓	✓	✓

Prioritised schemes	Description	2022-2023	2023-2024	2024-2025
Bus Service Improvement Plan (BSIP)	Planning and delivery of how services are planned and delivered alongside simpler fares, new fleet, improved routes, and higher frequencies.	✓	✓	✓
The National Bus Strategy - Bus Back Better delivery				✓
Traffic signal/Variable messaging signs reconfiguration	To support changes to signals citywide and to protect the council's assets.	✓	✓	✓
Public Transport Strategy	Develop a public transport strategy to shape the future direction of public transport across the city.	✓		

Prioritised schemes	Description	2022-2023	2023-2024	2024-2025
Highways maintenance contract and strategy	Routine maintenance of highway assets including a replacement programme and resurfacing programme on an annual basis.	✓	✓	✓
Parking Strategy	Develop a parking strategy to shape the future direction of parking across the city.	✓		
Prioritise access to local district and city centres	A feasibility study to develop initiatives and schemes to improve access to local district and city centres.	✓		
Road markings and directional signage	Signing and lining to improve visible presence, slow traffic speeds or provide direction assistance.	✓	✓	✓
Wharf Road tiger crossing	Current zebra crossing updated to a tiger crossing to reduce conflict with pedestrians.	✓		
Walking and Cycling Strategy	Develop a walking and cycling strategy to shape the future direction of walking and cycling across the city.	✓		
South East Hampshire Rapid Transit (SEHRT) – Future phases	Problem identification, optioneering, feasibility investigation, development of business cases and funding applications.	✓	✓	✓
Dynamic bus priority investigation	Traffic control systems which identify late running buses and accelerate or extend green phases to bring the bus back on time.		✓	✓
Air Quality Strategy	Portsmouth Air Quality Strategy was published in 2017 covering the period to 2027. The strategy will be updated to reflect changes being implemented through the Local Air Quality Plan	✓		
Behaviour Change Strategy	Develop a behaviour change strategy, highlighting the priorities for travel within the city.		✓	
Car-free development	Ongoing policy principle to align with the local planning process.	✓	✓	✓
Smart Cities	Developing new technology for the city, such as traffic signal automated fault monitoring system, traffic predictions using artificial intelligence, connected vehicle trials.			✓
Workplace Sustainable Travel Fund	Grant funding for businesses towards sustainable travel projects for their workplace, with a particular focus on walking and cycling initiatives.	✓	✓	✓
City centre regeneration	Planning of the city centre development, including Market Way car park, Clarence Street car park and Sainsbury's site.	✓	✓	✓
Play and School Streets	Promotional campaign to discourage crowding outside schools for social distancing and safety and where appropriate removal of through traffic in school and other residential streets..	✓	✓	✓

Prioritised schemes	Description	2022-2023	2023-2024	2024-2025
Explore private non-residential parking restrictions	Investigation into staff parking, working with businesses to explore options, and investigation of private non-residential parking restrictions.			✓
Bus connectivity and communications	Real Time Information displays at bus stops and interchanges, new displays onboard each bus to show onward connections and a delay tracking application.			✓
Bus depot	Investigate opportunities to facilitate electric or hydrogen powered buses.		✓	✓
Improved transport interchanges and creation of transport hubs.	Investigate improvements and opportunities to transport interchanges and hubs across the city.	✓	✓	✓
Adaptive road space planning	Making flexible use of the available road-space, for different purposes and at different times.			✓
Park and Ride expansion and transport hub business case and subsequent delivery	Business case and subsequent delivery for the expansion of Portsmouth Park and Ride and creation of a transport hub.	✓	✓	✓
Air Quality Action Plan	Development and updates to the Air Quality Action Plan on an annual basis.	✓	✓	✓
City-wide early release low level cycle signals	Implementation of early release cycle signals.	✓	✓	✓
Resident parking zones programme	Further development and consultation of the resident parking zone programme.	✓	✓	✓
Active travel Improvements including quieter routes improvements	Small-scale infrastructure improvements such as cycle parking, signage and lining across the city.	✓	✓	✓
Clutter-free streets	Ongoing policy principle to align with the local planning process which would remove unnecessary infrastructure on the highway to improve mobility..	✓	✓	✓
Zebrites	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings.	✓	✓	✓
Safer routes improvements	Reactive works including installation of bollards, barriers, signage and dropped-kerbs.	✓	✓	✓
Casualty and speed reduction measures	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.	✓	✓	✓
Enforcement of moving traffic offences	Enforcement of moving traffic contraventions i.e. banned turn traffic cameras, under part 6 of the Traffic Management Act (TMA). This will include the investigation of further powers under the TMA part 6, when they are announced by central government.	✓	✓	✓
Independent travel training	Working with bus operators to support independent travel training for vulnerable users.	✓	✓	✓

2022/23 (Year 1)

Year 1 includes the following schemes, aligned to the relevant strategic objective. These schemes include statutory and prioritised schemes which require funding, including strategy development work to support future activity.

Deliver cleaner air

Resident parking zones programme

Parking Strategy

Air Quality Strategy

Car-free development

Workplace Sustainable Travel Fund

Park & Ride expansion and transport hub – Business case

Support our businesses and protect our assets

Traffic signal/VMS reconfiguration

Road markings and directional signage

Zebrites

Highways maintenance contract and strategy

City centre regeneration

Enforcement of moving traffic offences

Prioritise walking and cycling

Wharf Road tiger crossing

Access for people with disabilities

City-wide early release low-level cycle signals

Safer routes improvements

Rights of Way

Clutter-free streets

Casualty and speed-reduction measures

Play and School Streets

Active travel improvements including quieter routes improvements

Walking and Cycling Strategy

Prioritise access to local district and city centres

Transform public transport

Public Transport Strategy

Traveline

SEHRT future phases

Bus Service Improvement Plan (BSIP)

Independent travel training

Improved transport interchanges and hubs

2023/2024 (Year 2)

Year 2 continues the development of several key programmes from year 1 and introduces other high priority schemes which require funding. Please note that this section will be reviewed and updated as part of the annual review of the Implementation Plan.

★ New for year 2

Deliver cleaner air

- Resident parking zones programme
- ★ Behaviour Change Strategy
- Car-free development
- ★ Air Quality Action Plan
- Workplace Sustainable Travel Fund
- Park & Ride expansion and transport hub – Business case

Prioritise walking and cycling

- Access for people with disabilities
- City-wide early release low-level cycle signals
- Safer routes improvements
- Rights of Way Clutter-free streets
- Casualty and speed-reduction measures
- Play and School Streets
- Active travel improvements including quieter routes improvements

Support our businesses and protect our assets

- Traffic signal/VMS reconfiguration
- Road markings and directional signage
- Zebrites
- Highways maintenance contract and strategy
- City centre regeneration
- Enforcement of moving traffic offences

Transform public transport

- Traveline
- SEHRT future phases
- Bus Service Improvement Plan (BSIP)
- ★ Bus depot
- Independent travel training
- Improved transport interchanges
- Dynamic bus priority investigation

2024/2025 (Year 3)

Year 3 builds further on the initial programme, giving space for additional schemes to be added to the portfolio as identified through the early strategy work in years 1 and 2. Please note that this section will be reviewed and updated as part of the annual review of the Implementation Plan.

★ *New for year 3*

Deliver cleaner air

Resident parking zones programme

Car-free development

Air Quality Action Plan

★ Explore private, non-residential parking restrictions

Workplace Sustainable Travel Fund

Park & Ride expansion and transport hub – Business case

Prioritise walking and cycling

Access for people with disabilities

City-wide early release low-level cycle signals

Safer routes improvements

Rights of Way

Clutter-free streets

Casualty and speed-reduction measures

Play and School Streets

Active travel improvements including quieter routes improvements

Support our businesses and protect our assets

Traffic signal/VMS reconfiguration

Road markings and directional signage

Zebrites

Highways maintenance contract and strategy

Asset Management Strategy

★ Smart Cities

★ Adaptive road space planning

City centre regeneration

Transform public transport

Traveline

Bus depot

SEHRT future phases

Dynamic bus priority investigation

The National Bus Strategy - Bus Back Better delivery

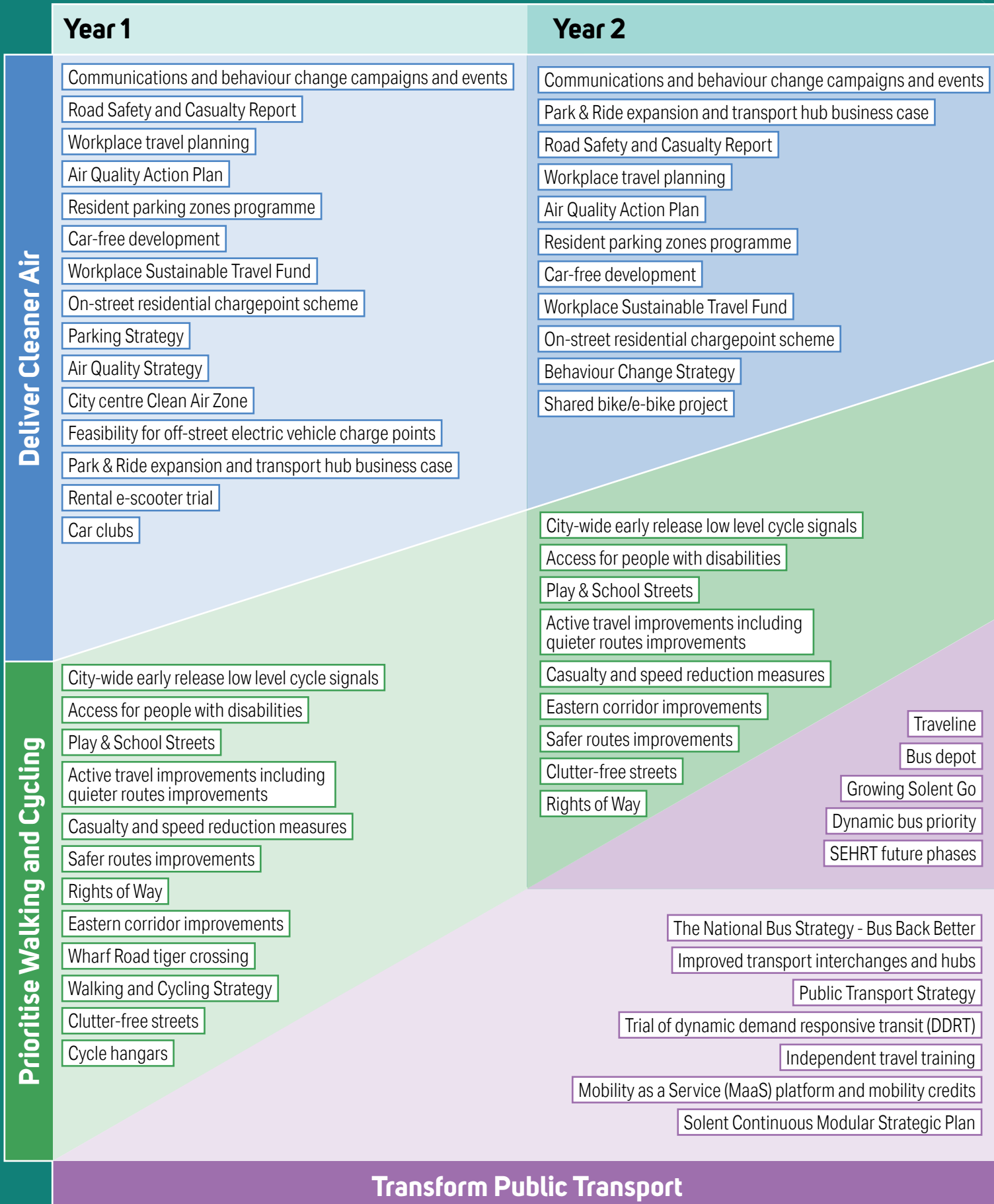
Bus Service Improvement Plan (BSIP)

★ Bus connectivity and communications

Improved transport interchanges

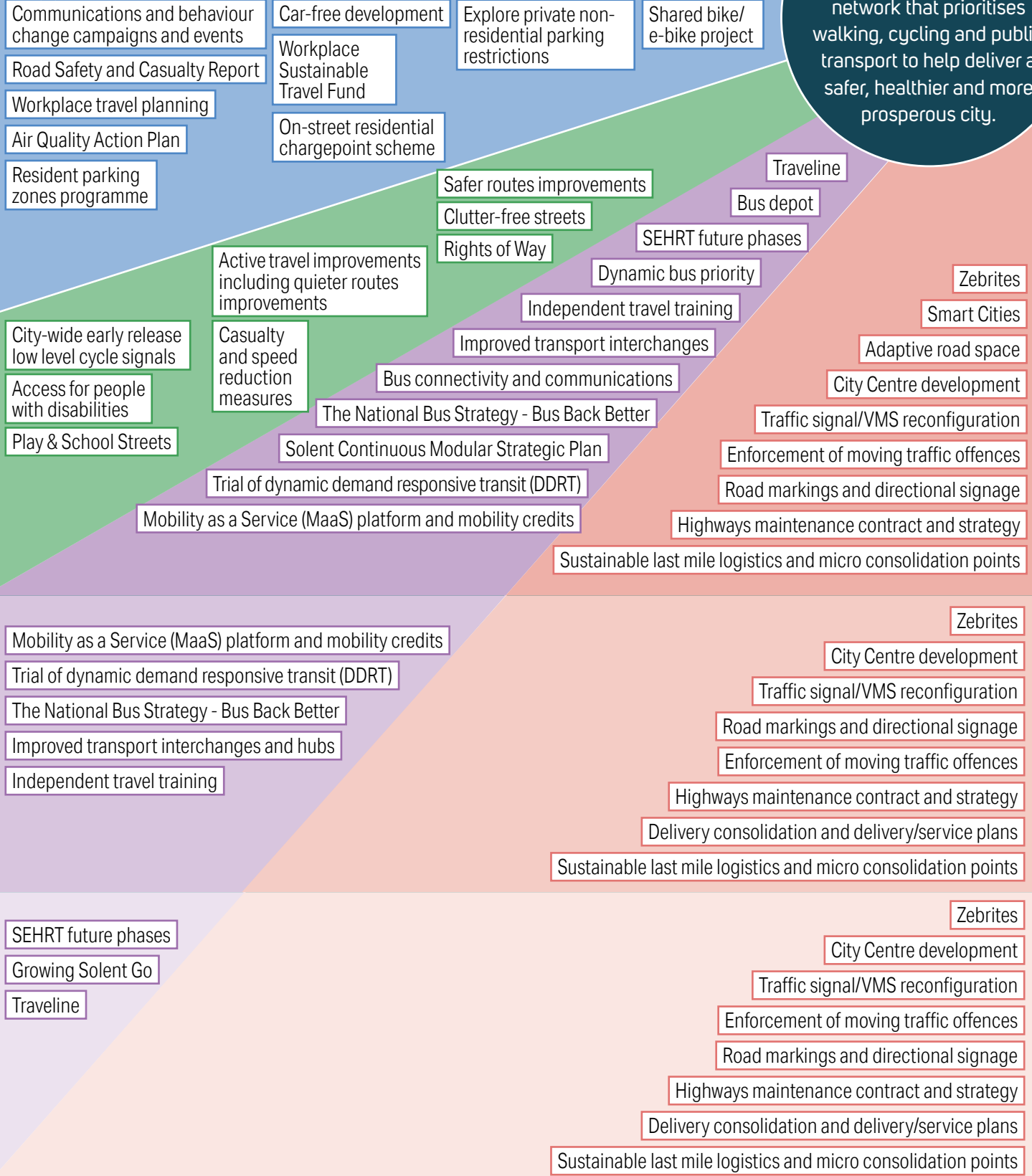
Independent travel training

This diagram shows the strategies, plans and schemes which have been prioritised for delivery during the period of this Implementation Plan. These are shown over a period of 1, 2, and 3 years and longer term. For a full list of activity please see the table on the following page.



Year 3

By 2038
Portsmouth will have a people-centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.



Support business and protect our assets

The tables below show the strategies, plans and schemes which have been prioritised for delivery during the period of this Implementation Plan. These are shown over a period of 1, 2, and 3 years.

Table 1: Deliver cleaner air

Year 1	Year 2	Year 3
Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report
Workplace travel planning	Workplace travel planning	Workplace travel planning
Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan
Resident parking zones programme	Resident parking zones programme	Resident parking zones programme
Car-free development	Car-free development	Car-free development
Workplace SustainableTravel Fund	Workplace SustainableTravel Fund	Workplace SustainableTravel Fund
On-street residential charge point scheme	On-street residential charge point scheme	On-street residential charge point scheme
Parking Strategy	Behaviour Change Strategy	Explore private non-residential parking restrictions
Car clubs	Shared bike/e-bike project	Shared bike/e-bike project
Air Quality Strategy	Park & Ride expansion and transport hub business case	
City centre Clean Air Zone		
Feasibility for off-street electric vehicle charge points		
Park & Ride expansion and transport hub business case		
Rental e-scooter trial		

Table 2: Prioritise Walking and Cycling

Year 1	Year 2	Year 3
City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities
Play & School Streets	Play & School Streets	Play & School Streets
Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures
Safer routes improvements	Safer routes improvements	Safer routes improvements
Rights of Way	Clutter-free streets	Clutter-free streets
Eastern corridor improvements	Eastern corridor improvements	Rights of Way
Wharf Road tiger crossing	Rights of Way	
Walking and Cycling Strategy		
Clutter-free streets		
Cycle hangars		

Table 3: Transform Public Transport

Year 1	Year 2	Year 3
Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs
Growing Solent Go	Growing Solent Go	Solent Continuous Modular Strategic Plan
The National Bus Strategy - Bus Back Better	The National Bus Strategy - Bus Back Better	Trial of dynamic demand responsive transit (DDRT)
Public Transport Strategy	SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits
Trial of dynamic demand responsive transit (DDRT)	Independent travel training	Independent travel training
SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Bus depot
Traveline	Trial of dynamic demand responsive transit (DDRT)	The National Bus Strategy - Bus Back Better
Independent travel training	Dynamic bus priority	Dynamic bus priority
Solent Continuous Modular Strategic Plan	Bus depot	Bus connectivity and communications
Mobility as a Service (MaaS) platform and mobility credits	Traveline	SEHRT future phases
		Traveline

Table 4: Support business and protect our assets

Year 1	Year 2	Year 3
Zebrites	Zebrites	Smart Cities
Delivery consolidation and delivery/ service plans	Delivery consolidation and delivery/ service plans	Adaptive road space
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage
Enforcement of moving traffic offences	Enforcement of moving traffic offences	Zebrites
Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points
Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration
Highways maintenance contract and strategy	Highways maintenance contract and strategy	Enforcement of moving traffic offences
City Centre development	City Centre development	Highways maintenance contract and strategy
		City Centre development

Investment

Funding

Total funding requirements of £2.0m (2022/2023), £4.6m (2023/2024) and £24.8m (2024/2025) have been identified for the three years covered by this Implementation Plan. These funding requirements include some high value schemes that are likely to deliver against the strategic objectives, for example a new bus depot and Portsmouth Park & Ride expansion and transport hub. This is divided across a number of funding streams as previously identified, and external funding opportunities will be explored, however there remains a funding gap that must be bridged to ensure that the delivery programme is maintained, and benefits realisation remains on track.

For the **2022/2023 financial year**, capital funding of £1.787m is required, supported by a release of £213,000 of revenue funding for strategy and feasibility development.

A similar level of capital funding is required for the **2023/2024 financial year** at £1.375m, supported by £160,000 of revenue funding to develop feasibility and strategy. A much greater gap exists for capital funding, of £3.1m due to the bus depot infrastructure scheme being prioritised.

Capital funding requirements for **2024/2025 financial year** total £24.8m which includes £1.57m capital funding, supported by £130,000 of revenue funding. The remaining £23.1m of capital funding required is due to the Park & Ride expansion, and creation of a transport hub being prioritised.

Risks arising from not investing

Lack of commitment to investment early in the lifecycle of the plan will have severe consequences for our ability to deliver our 2038 vision and meet the strategic objectives. This in turn supports delivery of the Imagine Portsmouth vision². This would also impact the wider benefits gained from the schemes, such as supporting economic growth and improving air quality, as outlined in the strategy. Many of the schemes identified will take significant time to implement before their effects become visible. If investment is not granted early in the lifecycle of the strategy, the positive impact that these can have on the local population will be severely diminished. Similarly, should decisions be made in advance of policies and strategies being crystallised, they may work in conflict with policies and strategies that then come forwards in the future. This could not only give rise to greater cost to address the issues created but it reduces the available time for those strategies with longer planning periods to have their positive impacts realised.

Portsmouth is not unique in facing challenges to air quality and the promotion of walking, cycling and public transport. However we have a strong opportunity to make a real difference to the lives of people that live, work, study and visit the city, through positive action aligned to the priorities identified in this Implementation Plan. Forward thinking investment is crucial to maximise the impact felt by users of the city and failure to invest at this stage leads to the real risk of being unable to meet the strategic objectives within the prescribed timeframe.

2 [imagineportsmouth.co.uk](https://www.imagineportsmouth.co.uk)



Strategic focus

This Implementation Plan sets out a clear priority for schemes to be delivered during the early phases of the transport strategy to ensure that the strategic objectives can be met within the 17 years of the plan. These early schemes focus on developing strategies and policies for the lifecycle of the plan, which are critical to shaping the framework for which the delivery of individual schemes will sit. These strategies and policies will ensure that future prioritisation of specific schemes will align fully to the delivery of the strategic objectives.

By focusing on developing strategies and policies for the lifecycle of the plan at an early stage, specific infrastructure improvements will be identified early enough within the programme. This will ensure that the development, funding and delivery of these improvements falls within the plan period, enabling the benefits of them to be realised by the residents and businesses of Portsmouth at the earliest opportunity.

The actions identified for the first three years of the plan contribute to achieving each strategic objective.

Deliver cleaner air

The programmes and strategies identified to deliver cleaner air are all developed during 2022/2023 to ensure that they can be rolled out across the city at the earliest opportunity, enabling them to have the greatest impact towards improving air quality by 2038. Delivery of cleaner air measures will be supported by the priorities aligned to prioritise walking and cycling, which will also have positive air quality

effects by encouraging greater travel by foot and cycle, especially for shorter journeys. Once more, the initial focus for this objective is on delivering strategies and policies that will shape physical delivery of walking and cycling schemes throughout the plan period.

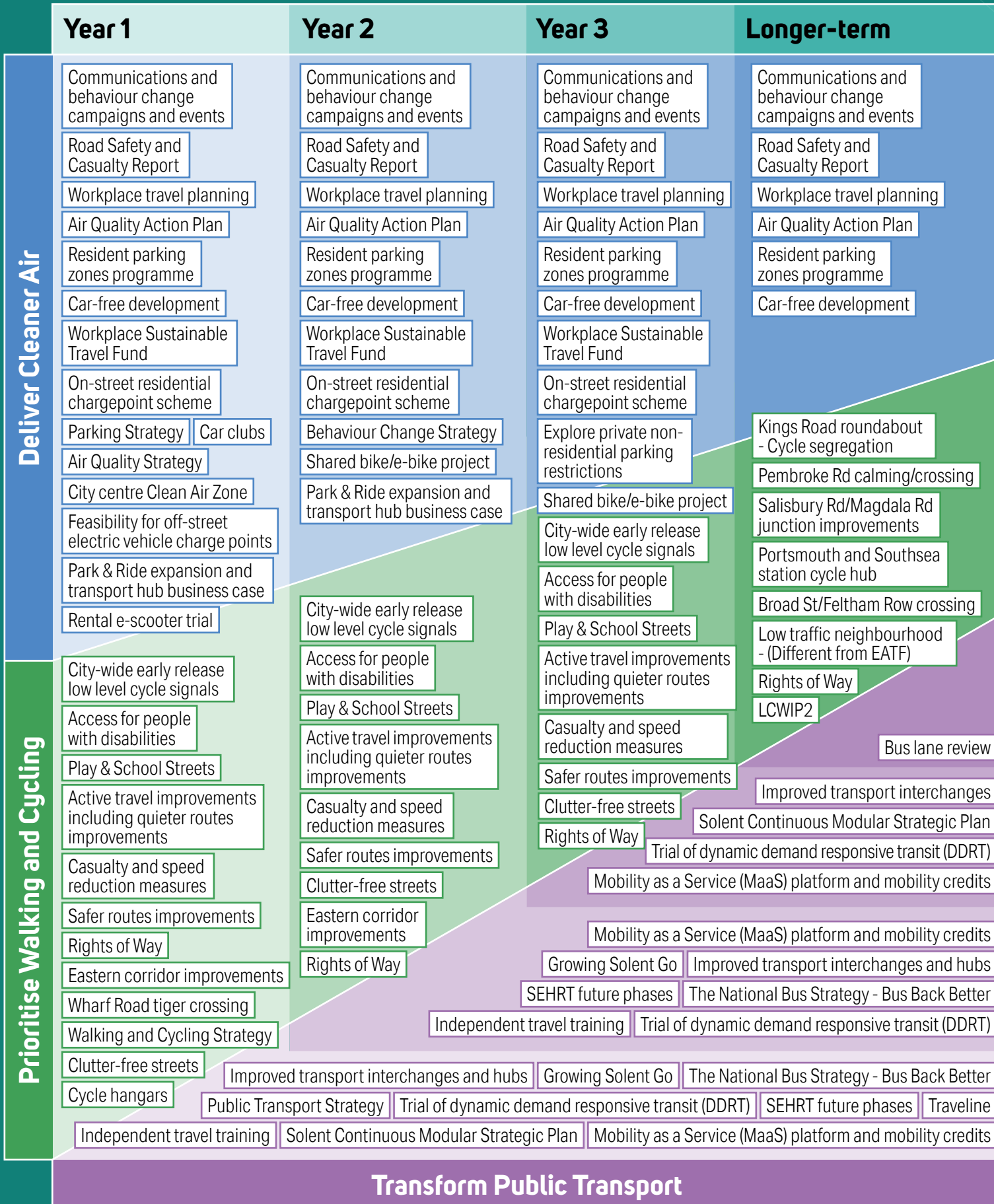
Transform public transport

Further support will be given by the schemes to transform public transport, continuing the delivery of significant infrastructure improvement for the South East Hampshire Rapid Transit (SEHRT) network, supported by further government initiatives such as The National Bus Strategy – Bus Back Better and the development of a Bus Service Improvement Plan (BSIP). Policy and strategy development will set the framework for future public transport investment, clearly outlining the requirements and enabling specific schemes to be identified.

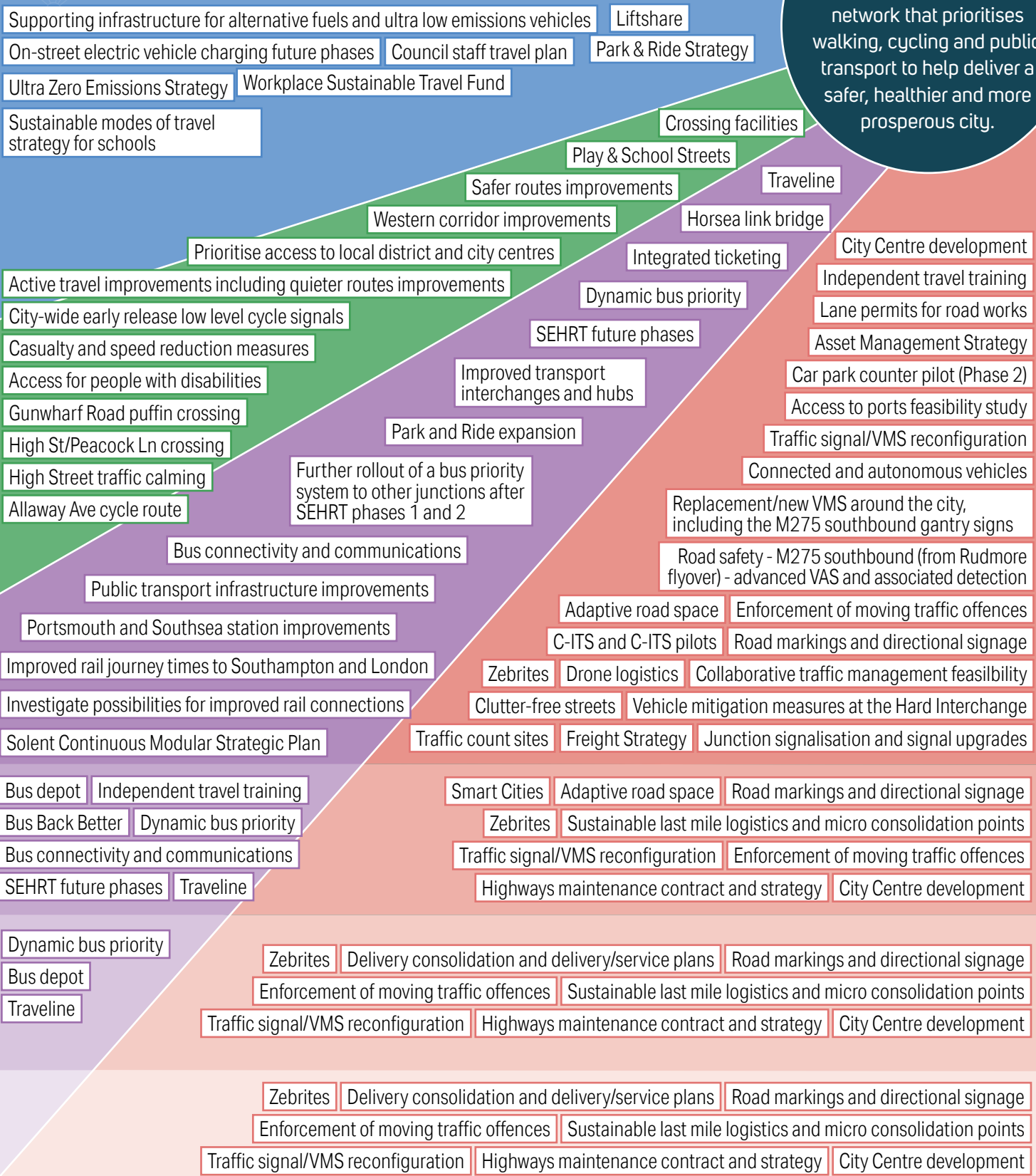
Support business and protect our assets

Our ability to support business and protect our assets remains fundamental as the backbone to delivering improvements throughout the city. It is supported by this Implementation Plan which clearly identifies several specific strategies to be developed at an early stage, as well as the deployment of on-going contracts to facilitate continual improvement to the transport network. Key to this will be evolving the understanding of further development of the city centre and the requirements to achieving this change in line with wider policy goals and the council's ambition for the city centre.

Overall plan for 17 year period³



By 2038
 Portsmouth will have a people-centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.



Support business and protect our assets

The tables below show the strategies, plans and schemes which have been prioritised for delivery during the period of this Implementation Plan. These are shown over a period of 1, 2, and 3 years and longer term.



Table 1: Deliver cleaner air

Year 1	Year 2	Year 3	Longer-term
Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report
Workplace travel planning	Workplace travel planning	Workplace travel planning	Workplace travel planning
Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan
Resident parking zones programme	Resident parking zones programme	Resident parking zones programme	Resident parking zones programme
Car-free development	Car-free development	Car-free development	Car-free development
Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund
On-street residential charge point scheme	On-street residential charge point scheme	On-street residential charge point scheme	On-street electric vehicle charging future phases
Parking Strategy	Behaviour Change Strategy	Explore private non-residential parking restrictions	Supporting infrastructure for alternative fuels and ultra low emissions vehicles
Car clubs	Shared bike/e-bike project	Shared bike/e-bike project	Ultra Zero Emissions Strategy
Air Quality Strategy	Park & Ride expansion and transport hub business case		Sustainable modes of travel strategy for schools
City centre Clean Air Zone			Council staff travel plan
Feasibility for off-street electric vehicle charge points			Park & Ride Strategy
Park & Ride expansion and transport hub business case			Liftshare
Rental e-scooter trial			



Table 2: Prioritise Walking and Cycling

Year 1	Year 2	Year 3	Longer-term
City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	Access for people with disabilities
Play & School Streets	Play & School Streets	Play & School Streets	Play & School Streets
Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures
Safer routes improvements	Safer routes improvements	Safer routes improvements	Safer routes improvements
Rights of Way	Clutter-free streets	Clutter-free streets	Kings Road roundabout - Cycle segregation
Eastern corridor improvements	Eastern corridor improvements	Rights of Way	Pembroke Rd calming/crossing
Wharf Road tiger crossing	Rights of Way		Salisbury Rd/Magdala Rd junction improvements
Walking and Cycling Strategy			Portsmouth and Southsea station cycle hub
Clutter-free streets			Broad St/Feltham Row crossing
Cycle hangars			Low traffic neighbourhood - (Different from EATF)
			Rights of Way
			LCWIP2
			Gunwharf Road puffin crossing
			High St/Peacock Ln crossing
			High Street traffic calming
			Allaway Ave cycle route
			Prioritise access to local district and city centres
			Western corridor improvements
			Crossing facilities



Table 3: Transform Public Transport

Year 1	Year 2	Year 3	Longer-term
Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs	Bus lane review
Growing Solent Go	Growing Solent Go	Solent Continuous Modular Strategic Plan	Solent Continuous Modular Strategic Plan
The National Bus Strategy - Bus Back Better	The National Bus Strategy - Bus Back Better	Trial of dynamic demand responsive transit (DDRT)	Traveline
Public Transport Strategy	SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Horsea link bridge
Trial of dynamic demand responsive transit (DDRT)	Independent travel training	Independent travel training	Integrated ticketing
SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Bus depot	Dynamic bus priority
Traveline	Trial of dynamic demand responsive transit (DDRT)	The National Bus Strategy - Bus Back Better	SEHRT future phases
Independent travel training	Dynamic bus priority	Dynamic bus priority	Improved transport interchanges and hubs
Solent Continuous Modular Strategic Plan	Bus depot	Bus connectivity and communications	Park and Ride expansion
Mobility as a Service (MaaS) platform and mobility credits	Traveline	SEHRT future phases	Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2
		Traveline	Bus connectivity and communications
			Public transport infrastructure improvements
			Portsmouth and Southsea station improvements
			Improved rail journey times to Southampton and London
			Investigate possibilities for improved rail connections



Table 4: Support business and protect our assets

Year 1	Year 2	Year 3	Longer-term
Zebrites	Zebrites	Smart Cities	City Centre development
Delivery consolidation and delivery/service plans	Delivery consolidation and delivery/service plans	Adaptive road space	Independent travel training
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage	Lane permits for road works
Enforcement of moving traffic offences	Enforcement of moving traffic offences	Zebrites	Asset Management Strategy
Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Car park counter pilot (Phase 2)
Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Access to ports feasibility study
Highways maintenance contract and strategy	Highways maintenance contract and strategy	Enforcement of moving traffic offences	Traffic signal/VMS reconfiguration
City Centre development	City Centre development	Highways maintenance contract and strategy	Connected and autonomous vehicles
		City Centre development	Replacement/new VMS around the city, including the M275 southbound gantry signs
			Road safety - M275 southbound (from Rudmore flyover) - advanced VAS and associated detection
			Adaptive road space
			Enforcement of moving traffic offences
			C-ITS and C-ITS pilots
			Road markings and directional signage
			Zebrites
			Drone logistics
			Collaborative traffic management feasibility
			Clutter-free streets
			Vehicle mitigation measures at the Hard Interchange
			Traffic count sites
			Freight Strategy
			Junction signalisation and signal upgrades

Making it happen



Ongoing community engagement

We will continue to engage with residents and stakeholders in the design, development and delivery of all schemes, strategies and initiatives and actively seek views from across our diverse community, to help us understand the different needs of people who use our transport network. As such, each of the prioritised interventions will have a clear engagement and consultation plan throughout their development.

We will engage key stakeholders to develop schemes and initiatives, and where identified, carry out surveys, events and focus groups to discuss and develop the schemes with the local community. Where required, formal consultation will be undertaken, such as through the Traffic

Regulation Order process; this will be used to inform the recommendations made to the Traffic and Transportation Cabinet Member, we would engage with the local community and stakeholders at key milestones as identified in the engagement and consultation plan both during development and implementation as appropriate for each individual scheme's requirements.

As part of our ongoing commitment to engagement, we have established a community panel to shape public transport initiatives, to enable ongoing discussions, effective behaviour change and develop a public transport system that works for our whole community. This could be replicated across other work programme areas.



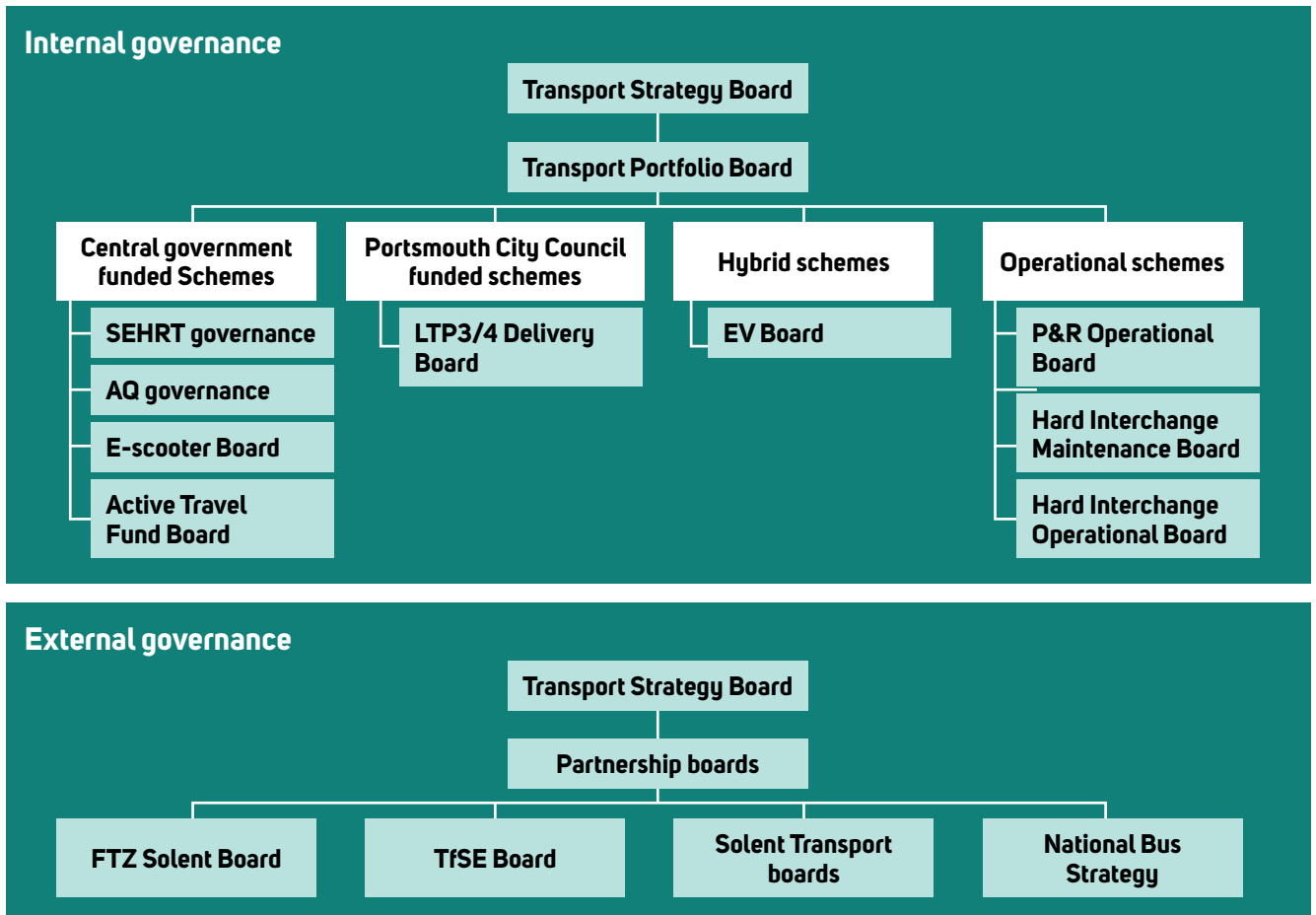
Governance

The Transport Strategy Board will be responsible for ensuring the timely delivery of the Implementation Plan and maintaining the focus on achieving the Transport Strategy vision. This will be led by the Cabinet Member for Traffic and Transportation. A governance overview is outlined below.

The Implementation Plan will be reviewed on an annual basis, outlining any new schemes and opportunities, which will be fed into the prioritisation process. The Implementation Plan,

along with identified funding, will be reported annually through the democratic process, following Portsmouth City Council's full council budget decision. Alongside this, an annual monitoring report will be produced to monitor and evaluate the Implementation Plan. This will report on the delivery of the strategic objectives and the aims and objectives of the specific schemes in the Implementation Plan. The Transport Strategy Board will be responsible for this document.

Transport governance





Collaborative working

We know that we cannot deliver this plan on our own and therefore it is fundamental that we continue to work closely with our neighbouring authorities, partners, stakeholders, businesses and interested groups across the city, region and wider area. We have demonstrated a solid track record of partnership working through successful funding bids to government such as the Solent Future Transport Zone and the South East Hampshire Rapid Transit programme. We will build on this and continue to engage with our wide range of partners and stakeholders. As well as working together to secure funding, many of our schemes will need to be delivered in partnership with our neighbouring authorities and other organisations. We will collaborate and work in partnership to maximise the contribution of schemes towards shared objectives and ensure the best outcomes for the city.



Monitoring and evaluation

Monitoring the performance of the Implementation Plan against the strategic objectives and policies of the Transport Strategy is essential in enabling the vision. Feedback from the monitoring process allows the Implementation Plan to be adjusted according to the actual performance against objectives.

The Implementation Plan will be monitored and evaluated annually through the Annual Monitoring Report. This will report on the delivery of the strategic objectives and the aims and objectives of the specific schemes in the Implementation Plan. The Portsmouth Transport Strategy Board will be responsible for this document and it will be reported annually to the Traffic and Transportation Cabinet Member.

To monitor and evaluate the implementation of the Transport Strategy, we have derived a set of

performance indicators against which progress can be assessed. The performance indicators are aligned to the 18 policies within the Transport Strategy and therefore the four strategic objectives, as well as the Annual Monitoring Report indicators and draft Local Plan indicators related to transport. Performance indicators will be assessed against a measurable, quantifiable baseline which will be captured during the first year of the lifecycle of the Transport Strategy and will provide an objective dataset against which all future years of the Transport Strategy will be measured. This will inform future implementation plans and contribute to the overall value for money of the Transport Strategy.

Schemes included within this Implementation Plan will also be monitored and evaluated on the merit of their scheme-specific aims and objectives.

Performance indicator ID		
↓	Performance indicator	How it is measured
1	Carbon emissions from transport	Reduction aggregate city-wide carbon emissions – total number of carbon emissions from road transport divided by population
2	Air pollution emissions from transport	Reduction in annual average concentration of NO2
		Reduction in annual average concentrations of PM2.5
		Reduction in annual average concentrations of PM10
3	Health impacts of poor air quality	Reduction in hospital admissions related to poor air quality
		Fraction of mortality attributable to particulate air pollution (Public Health indicator)
4	Reduction in vehicle trips	On-street traffic counters
5	Support the increase in sustainable fuelled vehicle fleet	Increase in electric vehicle charging points across the city
		Increase in electric vehicle fleet controlled by Portsmouth City Council

Performance indicator ID

↓	Performance indicator	How it is measured
6	Increase in trips made by walking and cycling	Annual monitoring counts at selected sites
7	Increase in dedicated walking and cycling infrastructure	Increase in km of new and improved infrastructure
		Increased availability of cycle parking
		Increase in the number of low level cycle signals
8	Reduction in the number of accidents on the transport network	Portsmouth accident statistics in line with annual casualty report
9	User perception of safety of walking and cycling by demographic	Annual user perception surveys including National Highways and Transport Survey
10	Increase in public transport patronage	Total number of bus passengers in Transport Strategy area
11	Increased reliability for public transport services	Real time bus journey time data compared with timetabled journey time
		Average wait time for passengers at bus stops or interchanges
12	User perception of public transport	Annual user perception surveys including National Highways and Transport Survey and Community Panel
13	Improved accessibility of public transport	Total number of bus passengers boarding/alighting in deprived areas and areas being identified as having poor public transport access
14	Improved facilities for modal interchanges	Number of cycle parking facilities available at transport hubs. Number of other facilities e.g. lockers, RTPI etc at transport hubs
15	Reduction in the volume of goods vehicles on our streets	Annual monitoring counts of goods vehicles at selected sites
16	Reduce the number of emergency repairs to transport infrastructure	Annual budget spend on emergency repairs

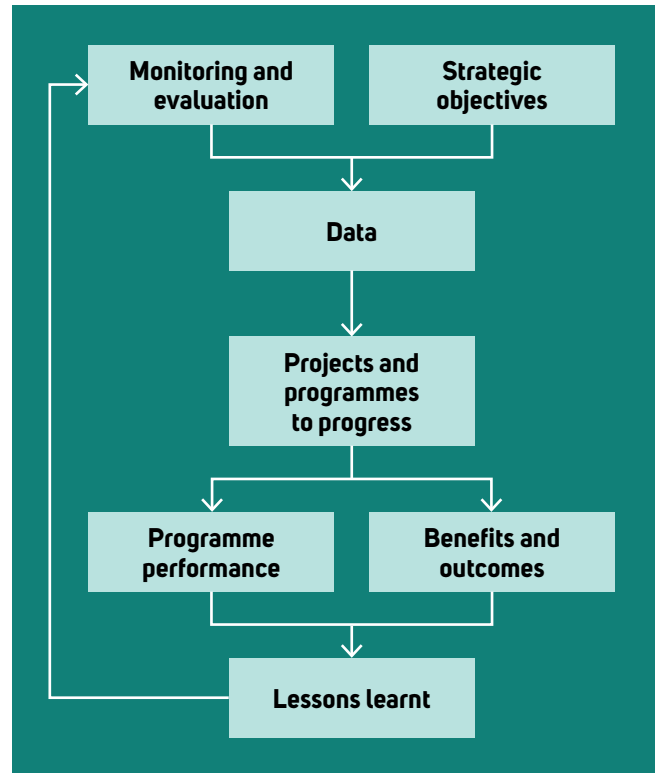
The following table shows how the performance indicators for the Implementation Plan align to Transport Strategy policies and strategic objectives. Please see annex A (page 39) for the detail of each of the policies.

Strategic objective	Transport Strategy policy	Performance indicator															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Deliver cleaner air	Policy A	✓	✓	✓													
	Policy B	✓	✓			✓											
	Policy C	✓		✓	✓	✓											
	Policy D	✓	✓		✓						✓			✓	✓		
	Policy E				✓			✓									
	Policy F				✓		✓		✓		✓		✓				
Prioritise walking and cycling	Policy G						✓	✓	✓	✓							
	Policy H						✓	✓	✓	✓							
	Policy I				✓		✓	✓	✓	✓							
Transform public transport	Policy J										✓	✓	✓				
	Policy K										✓	✓	✓	✓			
	Policy L										✓	✓	✓		✓		
	Policy M										✓	✓	✓	✓			
Support business and protect our assets	Policy N				✓												
	Policy O															✓	
	Policy P																✓
	Policy Q																✓
	Policy R											✓					

Capturing lessons learnt through the Implementation Plan

We want to make sure that we are delivering the best possible outcome for our community. Each year the Implementation Plan will be updated and reflect the successes and lessons learnt from the previous year.

To better understand how we can improve and deliver transformational change, we will be documenting successes and identify areas for improvement in order to increase efficiency and maximise benefits for future work. By analysing data, we will be looking at lessons from an objective viewpoint, where possible, to ensure biases are removed. The lessons we learn will feed into future projects. We will review, reflect and actively seek feedback to make improvements in terms of outcomes, efficiency of delivery and cost. This completes a cycle to ensure evidence-led decision making and demonstrates continuous improvement to the development and delivery of projects within the portfolio.



Annex A

Our policies

The 18 policies in the strategy are each grouped under one of the four strategic objectives. Most policies deliver towards multiple objectives as shown in the table below. It is important to

recognise that no policies will be delivered independently. To realise this strategy's vision the policies and strategic objectives must be delivered together, achieving maximum benefits.

Deliver cleaner air	Policy A: Implement a government-directed city-centre Clean Air Zone in 2021.
	Policy B: Support infrastructure for alternative fuelled vehicles.
	Policy C: Make parking easier in residential areas, encouraging fewer vehicles and supporting shared transport modes.
	Policy D: Expand the Portsmouth Park & Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices
	Policy E: Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure.
	Policy F: Deliver and support residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport and to travel more safely.
Prioritise walking and cycling	Policy G: Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities.
	Policy H: Introduce a network of low traffic neighbourhoods and school streets that reduce through traffic in residential streets.
	Policy I: Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.
Transform public transport	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, attractive services promoting local and regional connectivity.
Support business and protect our assets	Policy N: Protect the main road network and maintain access to the ports, HM Naval Base, Portsmouth and other key industry, business and retail sites.
	Policy O: Deliver micro and macro freight-consolidation measures, supporting businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile delivery.
	Policy P: Explore a lane rental scheme to maximise co-ordination of street works and roadworks, in order to minimise impacts on traffic sensitive routes during peak periods.
	Policy Q: Maintain our highway infrastructure.
	Policy R: Proactively manage kerbside space to enable flexible use for essential access.



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