

**Title of meeting:** Cabinet Member for Traffic and Transportation

**Date of meeting:** 18 March 2022

**Subject:** Local Transport Plan 4 - Implementation Plan 2022/23

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

**Report Author:** Hayley Chivers, interim Transport Planning Manager

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1 The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2022/23 budget at February 2022 Full Council. The report also includes information about the monitoring and governance of LTP4, which will be updated in the 2022/23 to 2024/25 Implementation Plan.
- 1.2 The report notes the following funding allocations by Full Council on 15<sup>th</sup> February 2022 as part of the council's 2022/23 Capital Programme which contribute to the delivery of the adopted Portsmouth transport (LTP4) strategy:
- £943,000 for the 2022/23 LTP4 Implementation Plan
  - £500,000 for the Transport Infrastructure Investment
  - £200,000 for Transport Hub
- 1.3 This report details the proposed programme of LTP4 transport schemes to be delivered.

**2. Recommendations**

**It is recommended that:**

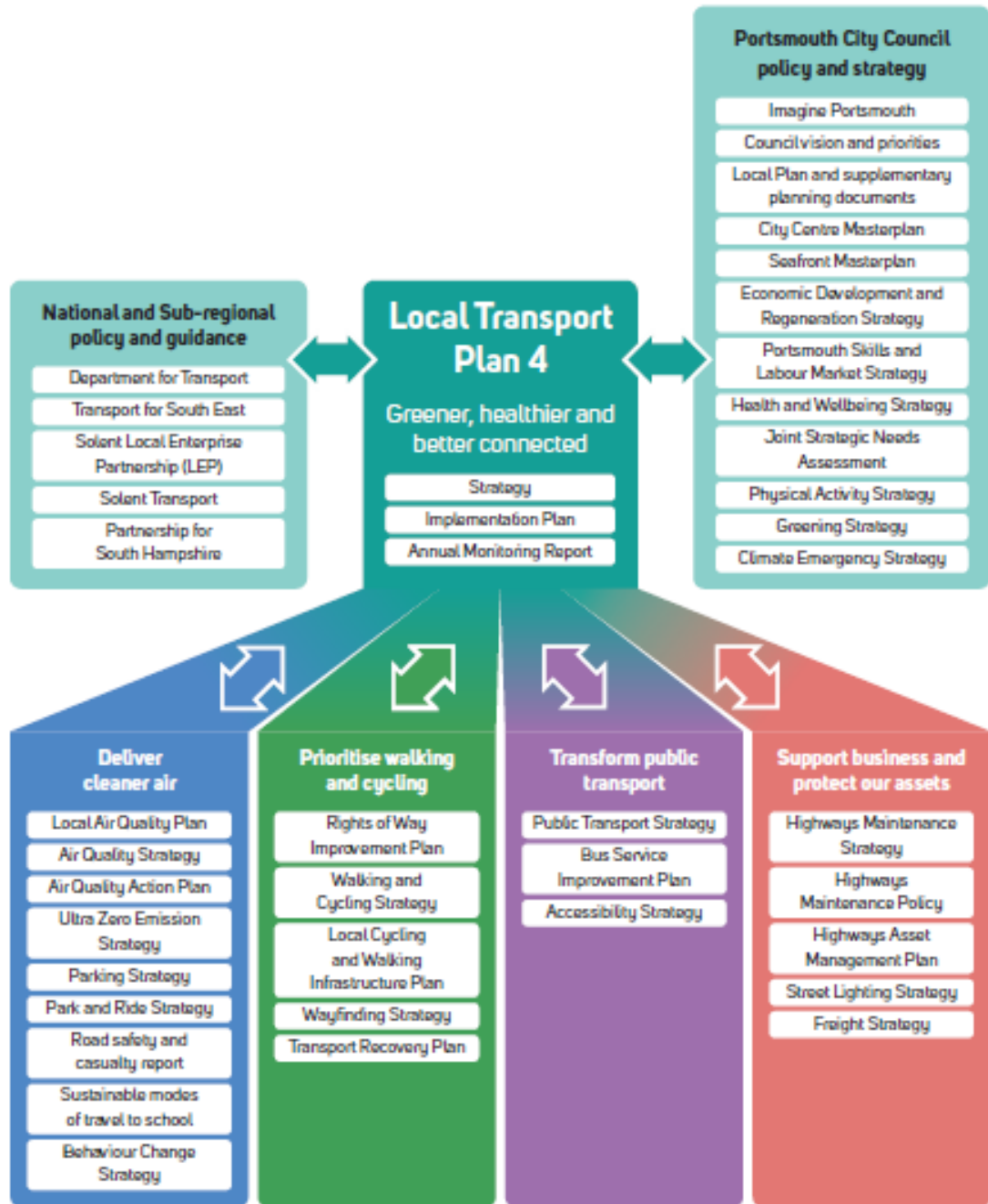
- 2.1 The attached Local Transport Plan 4 (LTP4) funded schemes 2022/23 (Appendix A) is adopted as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**

- 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 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A).**
- 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 relevant national policy guidance.**
- 2.4 Notes that the funded Infrastructure Programme, Transport hub funding and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23-2024/25 will be updated to include these.**
- 2.5 The process for monitoring of LTP4 be noted.**
- 2.6 The process of governance of LTP4 be noted.**

### **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 and the LTP should consist of 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** In response to recent challenges, Portsmouth City Council have produced the new Local Transport Plan (LTP4) which was adopted by Full Council on 13<sup>th</sup> October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038.
- 3.3** The Portsmouth transport (LTP4) strategy not only provides the overarching direction for all transport and highways (including maintenance) but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance as illustrated in Figure 1. To support the Portsmouth transport strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver the vision, strategic objectives and policies of the Portsmouth Transport Strategy.

**Figure 1 - LTP 4 strategic fit**



**Portsmouth transport (LTP4) strategy**

3.4

The Portsmouth transport strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all

modes of transport, whilst prioritising a travel network that addresses the challenges currently faced.

As such it includes the following vision and strategic objectives:

*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.*

Strategic Objectives:

- **Deliver cleaner air:** Everyone who lives in, works or visits the city should be able to breathe air that will not damage their health – there need to be fewer and cleaner vehicles in the city.
- **Prioritise walking and cycling:** Most trips within the city are short but despite this the car is too often the default choice – more space is needed to safely walk and cycle in the city.
- **Transform public transport:** Public transport connections are poor in some parts of the city with buses slowed by traffic congestion – we need to prioritise rapid and reliable public transport.
- **Support business and protect our assets:** Portsmouth’s ports and other businesses are central to the success of the city – we need to ensure the transport network allows business to prosper.

3.5 The strategic objectives delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

3.6 The Portsmouth transport strategy is people-centred to meet the needs of all residents, and considers all modes of transport, prioritising sustainable modes of travel where it is possible.

#### 4. LTP4 Implementation Plan

4.1 The LTP4 implementation plan outlines the projects and work streams to be delivered over the next three years to continue making improvements that support the delivery of our ambitious transport vision set out in our Transport Strategy.

4.2 The Implementation Plan covers all schemes and initiatives, with all playing a part to deliver against LTP4 and working towards its vision and objectives. This includes capital and revenue schemes, initiatives and strategy development.

- 4.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is not ring-fenced, alongside national policy updates and developments the implementation plan is reviewed on an annual basis.
- 4.4 A transport infrastructure scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (LTP4 and the Portsmouth City Council Corporate Priorities), before being assessed for their deliverability under the LTP. Professional expertise and judgement are used to ensure an appropriate package of schemes is established, ensuring contribution to each of the strategic objectives and policy areas, whilst also considering 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 and as such are not subject to prioritisation.
- 4.6 To help deliver the Portsmouth transport strategy vision and objectives, a number of daughter strategies are to be developed which have been indicated in the implementation plan. These strategies will be produced according to a priority order, based on links with other PCC complimentary work schemes and the timescales of these schemes, and national and sub-regional work streams and their implications for PCC. A scoring system will be used to prioritise the development of the daughter strategies and determine their timescales for delivery. This prioritisation is currently being developed to inform the order that the strategies are brought forward.

### **Governance and Monitoring**

- 4.7 An officer Transport Strategy Board will to be established, meeting quarterly to review progress of delivery against the Portsmouth transport strategy vision, strategic objectives and policies. The focus of the board will be on delivery against the three-year Implementation Plan, ensuring that each strategic objective is being developed, with schemes and strategies being taken forward from each of the four objectives simultaneously.

The Transport Strategy Board will have responsibility to make any necessary updates to the LTP4 Strategy, in line with national or local policy changes. The Transport Strategy Board will report to the Cabinet member's quarterly update meetings, with formal reports taken to Traffic and Transportation meetings on an annual basis including an Annual Monitoring Report which will focus on all schemes, strategies and initiatives which will help to deliver the LTP4 vision and objectives, including all revenue and capital schemes.

## **5 Next Steps**

- 5.1 Following approval of the 2022/23 -2024/25 Implementation Plan, each scheme or initiative detailed in Appendix A will be taken forward. Engagement and consultation will be initiated on a scheme-by-scheme basis, as required, to ensure that full stakeholder buy-in is achieved for the programme.
- 5.2 All infrastructure 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 The LTP4 Implementation Plan sets out the schemes, initiatives and transport strategies which will work towards the delivery of the LTP4 strategy vision and objectives.
- 6.2 Following the recent allocation of funding for the 2022/23 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2022/23 Implementation Plan.
- 6.3 Adoption of the LTP4 Implementation Plan by April 2022 is a statutory requirement.

## **7. Integrated impact assessment**

- 7.1 An integrated impact assessment (IIA) has been produced for the IIA as found in Appendix B. Individual IIAs and if required Equalities Impact Assessments will be brought forward on a scheme-by-scheme basis as required.

## **8. Legal implications**

- 8.1 The Council has a statutory duty under the Transport Act 2000 (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan containing the policy as set out above and their proposals for the implementation of those policies.
- 8.2 There is a duty to keep the local transport plan under review and in doing so to consult with the Secretary of State, operators of any network or station, or any

railway services, and operators or providers of other transport services in their area.

- 8.3 The proposal is in accord with the statutory requirements of the relevant legislation.
- 8.4 After any alteration of the plan, the Council must as soon as practicable publish the plan as altered in such manner as it thinks fit and send a copy to the Secretary of State.

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

- 9.1 The Capital Programme 2022/23 was approved by Full Council on 15<sup>th</sup> February 2022 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved an allocation of £943,000 to the Local Transport Plan.
- 9.2 This report seeks approval to allocate the £943,000 to the schemes detailed in Appendix A.
- 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 £943,000 and any other resources allocated to the Local Transport Plan.

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Signed by: Tristan Samuels, Director of Regeneration

**Appendices:**

- Appendix A: Funded LTP4 Scheme List
- Appendix B: LTP Implementation Plan Integrated Impact Assessment (IIA)

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

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

Title of document	Location
Full Council 15 February 2022 (Budget approval)	<a href="#">Agenda for Full Council on Tuesday, 15th February, 2022, 2.05 pm Portsmouth City Council</a>

Full Council 13 October 2021 (LTP4 adoption)	<a href="#">Agenda for Full Council on Wednesday, 13th October, 2021, 2.00 pm Portsmouth City Council</a>
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:



**Appendix A- Funded LTP4 Scheme list**

Scheme name	Scheme overview	Ward
<b>Deliver cleaner air</b>		
Air Quality Action Plan (AQAP)	Development and updates to the Air Quality Action Plan on an annual basis.	All wards
On-Street Residential Charging Points (ORCS)	To promote the uptake of electric vehicles and to support the air quality agenda it is essential to provide necessary enabling infrastructure.	All wards
<b>Prioritise walking and cycling</b>		
Access for People with Disabilities (Statutory Scheme)	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
Rights of Way (Statutory Scheme)	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
Play and School Streets	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. Play Streets - support for community led initiatives to close roads for up to 3 hours allowing children to be able to play directly outside their homes.	All wards
Bike Hangars	To provide secure cycle parking in locations where it is difficult to store bicycles, for example, in residential areas where terrace properties have no rear access.	All wards
Casualty and Speed Reduction Measures	The aims of this programme address, where possible, the patterns of accidents and casualties identified in the Portsmouth City Council Accident and Casualty report for the year in order to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and support the objective to increase 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
Local Cycling & Walking Infrastructure Plan	The LCWIP is a document that sets out the approach to developing local cycling and walking networks over a ten-year period. This is part of the government's Cycling and Walking Investment Strategy (CWIS) to double the number of cycling journeys made and substantially increase walking activity by 2025. Funding will be used to implement one or part of one of the schemes identified in the LCWIP are requiring work in the short term.	All wards
<b>Transform public transport</b>		
Traveline (Statutory Scheme)	Through a partnership with other local authorities, PCC supports traveline ( <a href="http://www.travelinesw.com">www.travelinesw.com</a> ) to promote the use of public transport. Unlike individual operator apps, which don't cover all areas or services, traveline provides an impartial travel information service which shows all services and all modes - bus, coach, ferry and train - irrespective of operator, via website, mobile apps and call centre. Traveline data is also used by over 500 third party apps and websites, from small independent developers to major providers such as BusChecker and Google.	All wards
<b>Support businesses and protect our assets</b>		
Road Markings and Directional Signage	Remediation of minor issues on the city's highway network as and when identified and assessed. Improvements can be made by utilising signing and lining to slow traffic speeds, improve visible presence or provide direction assistance.	All wards
Traffic Signal / Variable Message Sign (VMS) Reconfiguration	To support changes to signals citywide and to protect the council's assets.	All wards
Zebrites	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings and are especially effective at crossings that experience vehicles not stopping for pedestrians. The Zebrite beacons draw attention to the crossing thus making it more likely that a pedestrian waiting to cross will be seen and therefore road safety is improved.	All wards