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(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting: Traffic and Transportation Cabinet Decision Meeting

Date of meeting: 8th December 2022

Subject: Feasibility scheme prioritisation process

Report by: Tristan Samuels - Director of Regeneration

Report Author: Joanna Eldridge - Monitoring & Evaluation Officer

Wards affected: All

Key decision: No

Full Council decision: No

1. Requested by

1.1 Report requested by the Cabinet Member for Traffic and Transportation

2. Purpose of report

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

3. Background

3.1 The council receives a number of requests from residents, councillors and stakeholders to install transport measures and consider works and schemes around the city. Feasibility studies allow for data gathering and investigative works to better understand how the issues can be resolved and to ensure the council's resources

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are used efficiently and that works align to the adopted Portsmouth Transport Strategy (LTP4)¹ a formalised, robust approach was devised.

- 3.2 The Portsmouth Transport Strategy and associated strategic objectives were adopted by Full Council in October 2021. This included the Portsmouth Transport Strategy Implementation Plan². The development of the feasibility prioritisation follows the same methodology as outlined for the Portsmouth Transport Strategy Implementation Plan, as outlined in section 4 of this report.
- 3.3 The feasibility process will record all requests received to ensure that they are documented in one place. Each request will be reviewed and scored against the Portsmouth Transport Strategy strategic objectives and then shared with the Cabinet Member for Traffic & Transportation. During this assessment, consideration is also given to other factors such as safety improvements and linkages to other schemes to be delivered.
- 3.4 Undertaking feasibility work will provide more certainty over what can be achieved in a given area, the potential costs and other opportunities. This can then be taken forward either through future internal capital bidding rounds or opportunities for external funding.

4. Prioritisation methodology

- 4.1 Scheme requests are received from a number of different sources across the Traffic and Transportation portfolio area. This includes residents, visitors, stakeholders, councillors and officers.
- 4.2 All feasibility requests should be submitted using the feasibility request shared mailbox (TransportFeasibilityRequests@portsmouthcc.gov.uk). Please note that a Portsmouth City Council webpage will be developed so it is clear how to report requests.
- 4.3 Once an initiative or potential scheme is requested it will be included within a feasibility list, which is a live document and is reviewed on a regular basis and reported to the Cabinet Member for Traffic and Transportation. This formal approach to dealing with requests will ensure all proposals are tracked, follow the approved process and will allow the services to direct resources accordingly.

¹ [Portsmouth Transport Strategy 2021-2038](#)

² [Local Transport Plan 4 \(LTP4\) - Portsmouth City Council](#)

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4.4 It is recognised that a proposal for a scheme can fall into one of the following categories:

- **LTP Programme:** These are the statutory and reactive budgets which deliver the LTP4 vision and its strategic objectives.
- **Aspirational LTP:** These location specific proposals exceed the priorities and help the transport delivery to advance beyond what is necessary.
- **Strategic:** This includes revenue and policy work which supports the LTP4 but is outside the scope of capital funding.
- **Statutory & Safety:** There are schemes that the council has a statutory duty to deliver which are not subject to prioritisation and will be considered under their own scoring and taken forward to meet our statutory obligations and improve road safety.
- **Infrastructure:** These are major schemes which as well as addressing Transport objectives, also address wider corporate strategies.

4.5 Each initiative or potential scheme request received will be assessed and allocated a score based on its alignment to the Portsmouth Transport Strategy (LTP4) strategic objectives:

1. Deliver cleaner air
2. Prioritise walking and cycling
3. Transform public transport
4. Support business and protect our assets

4.6 Consideration is also given to other factors such as safety concerns. Proposals that address road safety are reviewed outside of the feasibility process and prioritised according to:

- casualty data at the site in the last 5 years
- the type of casualty and pedestrian/road user(s) involved
- speed survey data that is 3 years old or less
- the proximity of the site to key locations such as schools and other buildings used by vulnerable road users
- the advertised speed limit of the road.

All of these factors are then scored using an internal Road Safety Tool Kit and the total combined score for that road is used to create a prioritised list of roads

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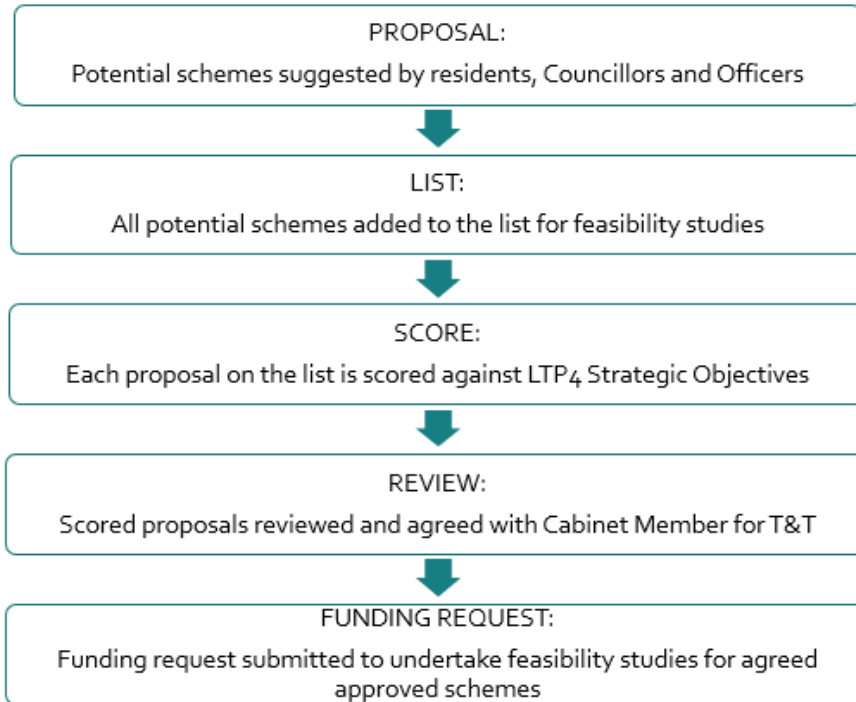
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eligible for speed intervention measures.

- 4.7 The highest scoring feasibility schemes will be considered and put forward to the Cabinet Member for Traffic & Transportation, in liaison with Finance for approval for feasibility funding.
- 4.8 The Cabinet Member for Traffic & Transportation has delegated authority to reprioritise transport work as they see fit.
- 4.9 Strategic schemes require a more specific, desk based and detailed approach so are excluded from this process. These could then feed into the feasibility process once they have been further developed.
- 4.10 A scheme that has been prioritised will then require funding to undertake the feasibility work. Information gathered from the feasibility work will allow for a more detailed and accurate bid for capital funding either internally or externally.
- 4.11 Undertaking feasibility work will determine whether an initiative can be taken forward, providing a clearer understanding of the risks, costs and scope of the work.
- 4.12 The prioritised feasibility list will be presented and discussed with the Cabinet Member for Traffic and Transportation and Finance Manager for approval to fund the development of schemes through feasibility.

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- 4.13 It should be noted that where proposals are approved to progress to feasibility, this is neither a commitment to deliver the scheme nor to fund the delivery of works.
- 4.14 Following the feasibility work, when a scheme progresses to delivery, the feasibility costs can be recharged to the capital scheme.

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Signed by:

Appendices:

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

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

Title of document	Location
¹ Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
² Local Transport Plan 4 (LTP4) - Portsmouth City Council	Local Transport Plan 4 (LTP4) - Portsmouth City Council

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

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Signed by: