



Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	23 March 2023
Subject:	Local Transport Plan 4 - Implementation Plan 2022 to 2025 - Year 2 annual review
Report by:	Tristan Samuels, Director of Regeneration
Report Author:	Jo Eldridge, Monitoring and Evaluation Officer
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP 4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2023/24 budget at the 28 February 2023 Full Council meeting.
- 1.2 The report notes the following funding allocations by Full Council on 28th February 2023 as part of the council's 2023/24 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4):
- £635,000 for the 2023/24 LTP4 implementation plan
 - £250,000 for the delivery of Transport schemes
 - £360,000 for Transport Infrastructure Investment
- 1.3 This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Approves and adopts the attached Local Transport Plan 4 (LTP4) funded schemes 2023/24 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**
- 2.2 **Authority is delegated to the Assistant Director of Transport in consultation with the Cabinet Member for Traffic and Transportation and**



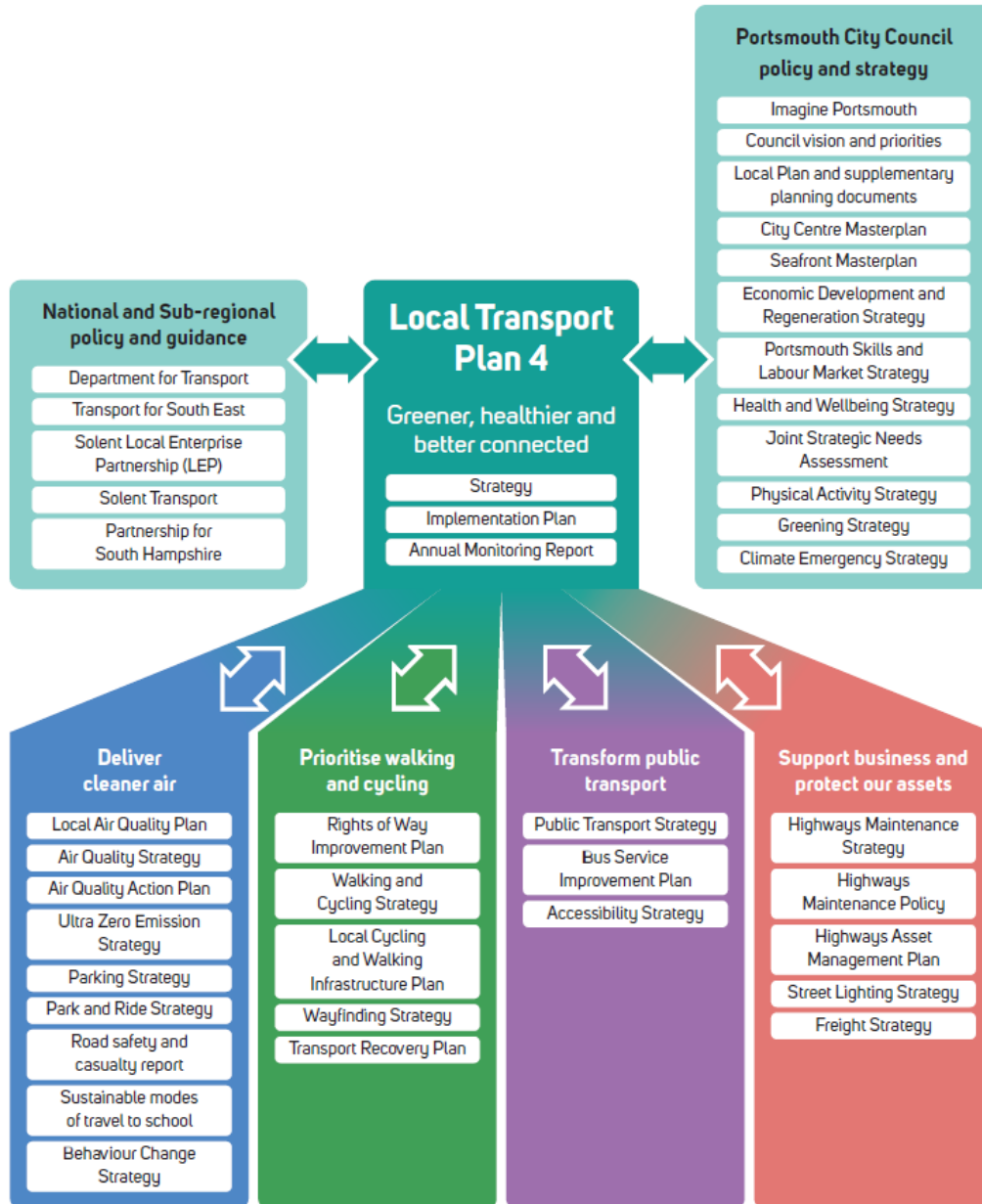
the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);

- 2.3 Authority is delegated to the Assistant Director of Transport 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, including reprofiling of indicative scheme delivery timescales;**
- 2.4 Notes that the funded Transport Infrastructure Programme, Transport Hub 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.**

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 the challenges facing transport related activities and their outcomes, Portsmouth City Council produced the current Local Transport Plan (LTP4) which was adopted by Full Council on 13th 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 supporting strategies and plans



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 Portsmouth LTP4 Implementation Plan prioritises schemes to be delivered over a three year period, with the first rolling programme running from 2022/23 to 2024/25. As a Local Transport Authority, Portsmouth City Council has determined a three year implementation plan period to allow for schemes to deliver across financial years and to demonstrate those complementary schemes delivered over a slightly longer period.

4.2 The implementation plan will be reviewed on an annual basis to ensure we continue making improvements that support the delivery of our ambitious transport vision set out in our long term transport strategy.



- 4.3 The implementation plan covers all transport and highways 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.
- 4.4 Given the level of financial uncertainty and the fact that the LTP Capital allocation funded by central government is not ring-fenced, the implementation plan is reviewed on an annual basis within its three year timespan alongside national policy updates and developments.
- 4.5 A transport infrastructure scheme prioritisation and selection process has been developed through which schemes are assessed against their contribution to locally agreed priorities (Portsmouth Transport Strategy and the Portsmouth City Council Corporate Priorities), before being assessed for their deliverability. 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. It is also worth noting that a similar prioritisation method has been used to ensure that proposed schemes are aligned to the transport strategy and progressed following the recently devised feasibility prioritisation process.
- 4.6 The implementation plan includes four schemes which Portsmouth City Council has a statutory duty to deliver, and as such are not subject to prioritisation:
- Access for people with disabilities,
 - Traveline,
 - Rights of Way; and
 - Casualty and Speed Reductions.
- 4.7 The Annual Monitoring Report details the deliverables from all Year 1 Transport schemes and is due to be presented to the Cabinet Member for Traffic and Transportation in June 2023.
- 4.8 The delivery of a number of LTP workstreams are longer-term, with some supported by external funding and also spanning 2 or more years over the three-year programme with some examples detailed below:

Delivering Cleaner Air

- Behavioural change events and campaigns to highlight engine idling and encourage alternatives to car travel.
- The On Street Residential Electric chargepoint scheme (ORCS) continues to develop with work underway for the third phase.
- The Class B charging Clean Air Zone (CAZ) continues to charge the most polluting buses, coaches, taxis, private hire vehicles and heavy



goods vehicles (HGV's) to drive within the zone following its launch in November 2021.

- Work is underway to develop a Parking Strategy for Portsmouth, as one of several 'daughter strategies' to LTP4.
- Launch of bike share, continuation of rental e-scooters
- Development of a car club ready to launch

Prioritise Walking and Cycling

- Low level cycle signals continue to be installed at traffic signal junctions around the city offering advance release to cyclists.
- Further trials of school streets have taken place, limiting the amount of non-essential traffic from entering the roads near schools during drop-off and pick-up times. The scheme is also looking at installing permanent infrastructure following the success of previous trials.
- The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in February 2022 and feasibility work is underway looking at improvements to walking and cycling to create an active travel network that encourages city-wide use.

Transform Public Transport

- Improvements to bus services including earlier morning journeys on Mondays to Saturdays, later evening journeys on Fridays and Saturdays, buses on Christmas Day, the Park & Ride PR3 route to Southsea and the expansion of the hours of operation concessionary fare scheme.
- Portsmouth City Council were successful in their bid for government funding towards the Bus Service Improvement Plan (BSIP) to support new tickets, reduce fares, provide better information at the bus stop and during the journey, and make bus journey times shorter and more reliable.
- The SEHRT scheme is a programme of 23 interventions to create a high-quality multimodal travel system connecting communities within the Portsmouth and southeast Hampshire city region. Once completed, the rapid transit network will comprise of dedicated busways, bus lanes on roads, priority at traffic lights for buses, improved and connected cycling and walking routes and ferry interchanges.

Support Business and Protect Our Assets

- Sustainable last mile logistics and micro consolidation points
- Small-scale signing and lining works have been installed around the city to address minor issues and improve information on the highway network.



- The Traffic signals and Variable message signing (VMS) budget supports the modernisation and upgrade of existing signal heads and the installation of new technology at crossing points at key locations throughout the city. These measures improve the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network.

4.9 Further details of the progress of the Year 1 schemes and initiatives are included in the 21/22 LTP Annual Monitoring Report.

Governance and Monitoring

4.10 A quarterly Transport Strategy Board, which includes the Cabinet Member for Traffic and Transportation, oversees the progress of delivery against the Portsmouth Transport Strategy vision, strategic objectives and policies. The focus of the board is 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 has responsibility to make any necessary updates to the LTP4 Strategy, in line with national or local policy changes and also agree any re-profiling updates to the Implementation Plan.

The Transport Strategy Board reports 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 focuses on all schemes, strategies and initiatives which help to deliver the LTP4 vision and objectives, including all revenue and capital schemes.

5 Next Steps

- 5.1 The three-year LTP4 Implementation Plan adopted in October 2021 included lists of schemes to be delivered over each of the years. These scheme lists are currently being updated to reflect the amendments that have occurred due to work undertaken, reprioritisation and linking in with national strategies.
- 5.2 Following approval of the funded programme detailed in Appendix A, 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.
- 5.3 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 2023/24 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2023/24 Implementation Plan.
- 6.3 The adopted three-year 2022/23 - 2024/25 LTP4 Implementation Plan can be updated to include the specific deliverables following the 2023/24 funding allocation approved at Full Council 28 February 2023.

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 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 sections 108 and 109 of 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.
- 8.2 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.
- 8.3 There is a duty to keep the local transport plan under review and in doing so to consult as appropriate with the Secretary of State, operators of any network or station, or any railway services, operators or providers of other transport services in their area and any other persons who the authority considers it appropriate to consult.
- 8.4 The recommendations in this report are consistent with the requirements of the relevant legislation.



9. Director of Finance's comments

9.1 The Capital Programme 2023/24 was approved by Full Council on 28th February 2023 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved an allocation of £635,000 to the LTP4 Implementation Plan, £250,000 for the delivery of Transport Schemes, made up of the following:

- Active Pompey Neighbourhoods
- Bike Hangers
- School Streets
- On Street Electric Vehicle Charge Points
- Vehicle Activated Signage

and £360,000 for Transport Infrastructure Investment, made up of the following:

- Non PFI Asset Management
- Transport Hub at Tipner (Phase 1)
- Cycle Improvements in the City (Eastern Road)
- Improved Access (neighbourhood fund)
- Verge Hardening Paulsgrove

9.2 This report seeks approval to allocate the £1,245,000 to the schemes detailed in Appendix A.

9.3 The report also recommends that authority be delegated to the Assistant Director of Transport 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 £1,245,000 and any other resources allocated to the Local Transport Plan

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Signed by:

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
Annual Monitoring Report	Details not known at this time
Full Council 28 February 2023 (Budget approval)	Agenda for Full Council on Tuesday, 28th February, 2023, 2.00 pm Portsmouth City Council
Local Transport Plan 4 - Implementation Plan 2022/23	LTP4 202223 Implementation Plan.pdf (portsmouth.gov.uk)
Full Council 13 October 2021 (LTP4 adoption)	Agenda for Full Council on Wednesday, 13th October, 2021, 2.00 pm Portsmouth City Council

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

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Signed by:

Appendix A - Transport Schemes funded from the 2023/24 Capital Allocation

Scheme name	Scheme overview	Ward
Deliver cleaner air		
Phase 3 On-Street Electric Vehicle Chargepoints	Provision of electric vehicle chargepoints in residential areas which do not benefit from off-street parking. To promote the uptake of electric vehicles and to support the air quality agenda it is essential to provide necessary enabling infrastructure.	All wards
Prioritise walking and cycling		
Access for People with Disabilities (Statutory Scheme)	To provide low-cost measures citywide where improvements to small scale infrastructure for example 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
Casualty and Speed Reduction Measures (Statutory Scheme)	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
Vehicle Activated Signage (VAS)	Installation of vehicle activated signage to address high speeds in prioritised locations within the city	All wards
Active Pompey Neighbourhoods	This funding will allow for the implementation and delivery of the required temporary infrastructure to deliver the Active Pompey Neighbourhood, following the extensive feasibility and engagement activity.	Central Southsea

Appendix A - Transport Schemes funded from the 2023/24 Capital Allocation

Pedestrian Crossings	To install formalised pedestrian crossing points at location(s) around the city where pedestrian safety is a concern following accidents or fatalities, though are not direct instructions from the Coroner.	All wards
Safer Routes to School Improvements	Works to improve safety near to schools through implementing the required changes of school zigzags to ensure they are legally compliant following the review undertaken by a Traffic Regulation Order officer. Works to be carried out at locations close to the following schools: Ark Ayrton, Cliffdale, Copnor Primary, Medina Primary, Solent Infant, St Edmunds.	Charles Dickens, Copnor, Baffins, Cosham, Drayton and Farlington, St. Thomas
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. The scheme will also consider the installation of permanent solutions through signage, bollards and lining to support these changes.	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
Cycle Improvements in the City (Eastern Road)	Delivery of improvements to the cycle lane for the full length of Eastern Road	Drayton and Farlington, Copnor, Baffins
Transform public transport		
Traveline (Statutory Scheme)	Through a partnership with other local authorities, PCC supports traveline (www.travelinesw.com) 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

Appendix A - Transport Schemes funded from the 2023/24 Capital Allocation

Transport Hub at Tipner (Phase 1)	Continuation of stakeholder engagement and feasibility design to support the Transport Hub business case.	Nelson
Support businesses and protect our assets		
Road Markings and Directional Signage (Statutory Scheme)	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 protect and enhance the council's road network assets, specifically traffic signals and variable message signs (VMS) with specific works to include: <ul style="list-style-type: none"> • continuation of the VMS rollout programme - replacing existing non-operational VMS and installing new VMS at key locations around the city, • maintaining the efficiency and enhancing the functionality of traffic signals in the city to match changing demands from pedestrians, cyclists and drivers. 	All wards
Non PFI Asset management (Statutory Scheme)	There are numerous assets on the highway that are not the responsibility of Ensign via the PFI contract. The Council has a statutory obligation to ensure these PCC owned assets are appropriately managed through for example, more detailed inspections, planned maintenance and emergency funding.	All wards
Verge Hardening	Further funding to continue delivering the verge hardening programme to improve to the streetscape particularly around the area of Paulsgrove.	Paulsgrove
Improved Access (Neighbourhood Fund)	This fund will deliver minor improvements to the highway environment and include changes to parking and road access such as double yellow lines, dragon's teeth and levelling. These requests are received from residents and councillors through the 'CHAIN' requests.	All wards