

THIS ITEM IS FOR INFORMATION ONLY

(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 Member Meeting
Subject:	Portsmouth Public Transport Strategy
Date of meeting:	23 March 2023
Report by:	Tristan Samuels - Director of Regeneration
Report Author:	Hayley Chivers - Transport Planning Manager
Wards affected:	All

1. Requested by

1.1. This report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

- 2.1. The purpose of this report is to provide an overview of the forthcoming Portsmouth Public Transport Strategy, including key milestones and an indicative timeline to adoption.
- 2.2. The report outlines the importance of bringing forward a public transport strategy at this time where the council has successfully secured Government funding for public transport programmes which need clear policy framework to work to ensuring achievement towards the Portsmouth Transport Strategy ambition.
- 2.3. This report outlines how the public transport strategy will support Portsmouth City Council's Imagine Portsmouth¹, a city vision for Portsmouth's future by 2040, particularly about creating a city with easy travel and creating a green city.
- 2.4. The public transport strategy is an integral strategy document of the Portsmouth Transport Strategy² as set out in our fourth Local Transport Plan (LTP4), adopted in October 2021, and its vision that: "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".

¹ [The Vision - Imagine Portsmouth](#)

² [Portsmouth Transport Strategy 2021-2038](#)

THIS ITEM IS FOR INFORMATION ONLY

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

- 2.5. This report highlights the other key workstreams that will be integral to the development of the public transport strategy, including alignment with the new Portsmouth Local Plan and relevant Masterplans.
- 2.6. The public transport strategy is an integral document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan. The public transport strategy seeks to support the strategic sites and area allocations identified in the local plan by enabling re-distribution of valuable land through alternative travel modes, improved public transport provision will support increased productivity and economic benefits in Portsmouth.
- 2.7. This report highlights how the development of the public transport strategy will also support the priorities of the council's Climate Change Strategy³ which is underpinned by the city's ambition to be carbon net zero by 2030. The council aims to prioritise carbon mitigation that also has socio-economic and environmental benefits. This is in addition to the other council strategies such as the Health and Wellbeing Strategy⁴ which supports improvements to air quality.
- 2.8. Diagram 1 demonstrates how the public transport strategy and other transport strategies work together to achieve the strategic objectives and vision of the Portsmouth Transport Strategy and how they integrate with wider council, regional, and national strategies.

³ [development-and-planning-portsmouth-climate-change-strategy.pdf](#)

⁴ [health-and-wellbeing-strategy-january-2022-accessible.pdf \(portsmouth.gov.uk\)](#)

THIS ITEM IS FOR INFORMATION ONLY

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

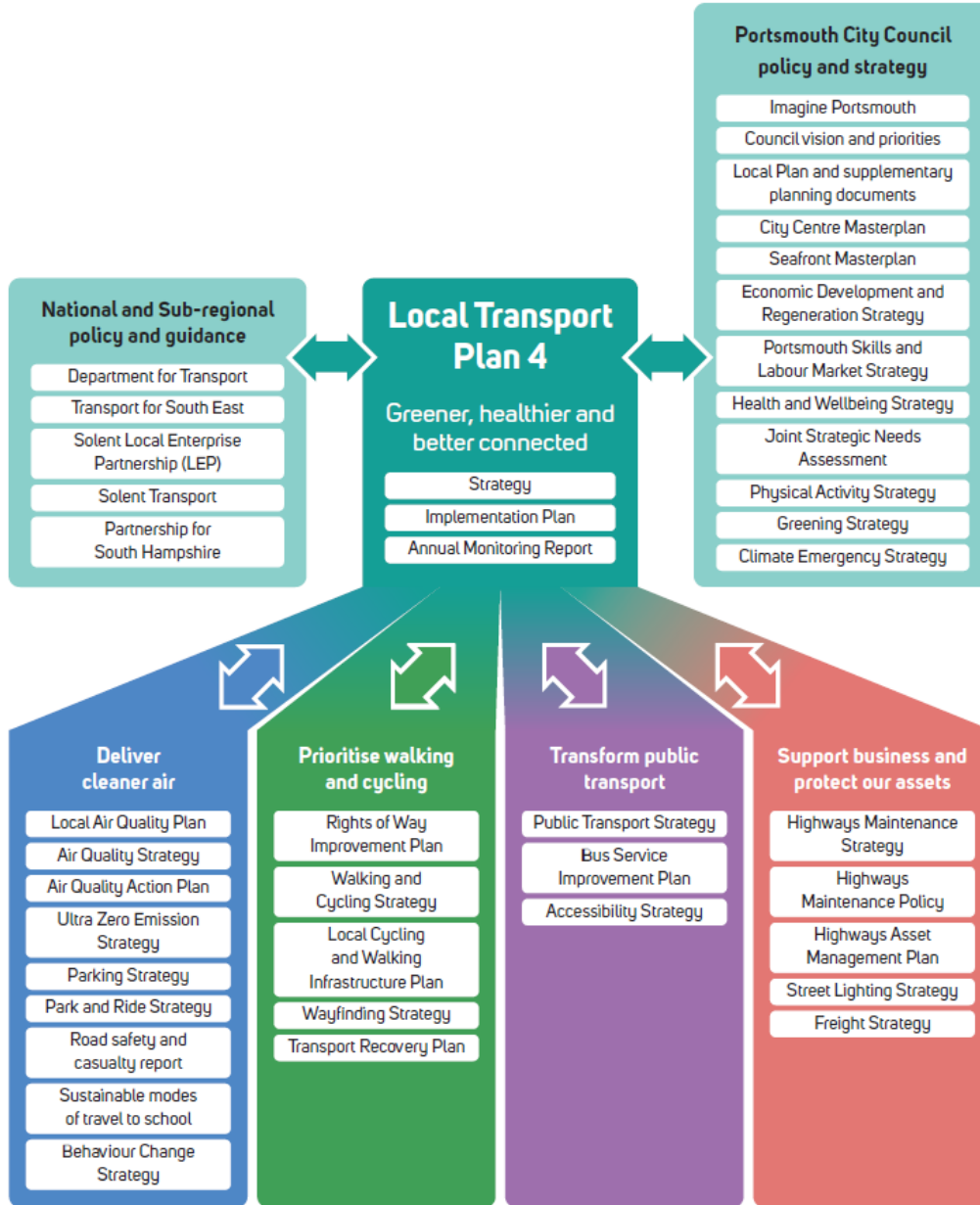


Diagram 1 - Portsmouth transport strategies

2.9. The public transport strategy will be delivered by means of an Enhanced Partnership⁵, approved June 2022, between the council and local bus operators, as required by the National Bus Strategy, using funding awarded of £48.3m over three years through the Portsmouth Bus Service Improvement Plan (BSIP)⁶ agreed by the Department of Transport in August 2022.

⁵ [Enhanced Partnership Plan and Scheme](#)

⁶ [Portsmouth Bus Service Improvement Plan](#)

THIS ITEM IS FOR INFORMATION ONLY

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

2.10. The value of an effective public transport strategy will be as an enabler for the widest breadth of residents' and council ambitions including access to employment education and training, helping address the cost-of-living crisis, and helping to improve air quality, health, wellbeing and economic outcomes.

3. Background

3.1. Portsmouth's island geography means that many road journeys are extended, and many trips are made by waterborne transport. It is also the most densely populated city in Great Britain outside of London.

3.2. Much post-war housing was developed to the north of the island in Paulsgrove, and some distance away at Leigh Park and Waterlooville beyond the administrative boundary. Bus travel times from these further away areas to the city have become less attractive as delays caused by traffic congestion have grown.

- Access to employment, education and training is limited for those without a car. According to the census⁷, in 2021 30.3% of households in the city did not have a car or van.
- Car ownership in the city has grown significantly in recent years. From 2009 to 2017 the number of vehicles licensed in the Portsmouth area increased from 90,200 to 102,200⁸). Greater use of private transport increases congestion and worsens air quality. Portsmouth has five air quality management areas (AQMAs) and is subject to four separate Ministerial Directions to bring air quality within legal limits in the shortest possible time. The latest of these directions required the introduction of a Class B charging Clean Air Zone (CAZ) in November 2021.

3.3. The centrepiece of the Portsmouth Public Transport Strategy is the South East Hampshire Rapid Transit (SEHRT) network. This will provide rapid bus routes across the city with quicker and more reliable journeys, facilitated by junction improvements, smart traffic signals and priority over general traffic. Local bus routes will also benefit from quicker travel times through priority measures, improved stop geometry and simplified fare systems. Digital Demand Responsive Transport will provide access to communities not served by traditional bus routes. All significant employment centres, the university, colleges, hospitals and leisure attractions will have improved access by public transport. The BSIP, funded by

⁷ census data - Office for National Statistics Number of cars or vans - Census Maps, ONS;

<https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-5a/2-cars-or-vans-in-household?lad=E06000044>

⁸ From Department of Transport Vehicle Licensing Statistics <https://www.gov.uk/government/collections/vehicles-statistics>

THIS ITEM IS FOR INFORMATION ONLY

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

Government, will deliver a large proportion of these programmes in the period to March 2025

- 3.4. Rail connections to other cities and economically important areas will be maintained and improved where possible. The two main rail stations will be improved to provide better ambience for passengers and more befitting gateways to the city as funding is identified.
- 3.5. The Solent Area Connectivity Study⁹ sets out investment choices to enable train service improvements to accommodate forecast growth and make rail a more attractive choice for travel across and within the Solent area in future, encouraging modal-shift from the private car and assisting efforts to address local transport, development, economic and environmental issues.
- 3.6. Hovercraft and foot passenger ferry terminals will be maintained and improved to provide suitable gateways to the city and easy, convenient, interchange with other public transport modes for onward travel. Further opportunities for integrated ticketing such as park and float will be explored. Access from ferry ports to significant nearby destinations will be improved.
- 3.7. Long distance coach services benefit from the facilities at The Hard Interchange which provide a safe and comfortable waiting area with good public transport connections. These are now open 24 hours a day thanks to funding from BSIP.
- 3.8. Value for money fares, simpler 'tap on tap off' payments and seamless, integrated, fare payments will be provided alongside further development of the Breeze Mobility as a Service (MaaS) app and Solent Go ticket options, delivered through the Solent Transport Future Transport Zone.
- 3.9. Initially it is envisaged that these investments will still see many residents continue to own a car but use it less often whilst access is improved for all without the need to *own* a car.
- 3.10. However, as residents increase using alternative modes for many journeys, many may decide that they no longer need to have a second car in their household or even at all, causing the growth in car ownership to slow down and ultimately reverse.
- 3.11. Getting to the public transport network and interchange between routes and modes will be made easier. First mile access to and from stops and stations will be aided by bike share/rental and e-scooters and BSIP funding for improved cycle routes, footpaths and signing improvements.

⁹ [Solent Connectivity](#)

THIS ITEM IS FOR INFORMATION ONLY

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

- 3.12. Local transport hubs will bring together, according to location, public transport interchanges, car club vehicles, high quality cycle facilities and cycle parking, taxi ranks, EV charging points, parcel lockers and flexible space for business use such as cafes, cycle repairs and 'pop up' shops all linked together by improved quality public realm. Proposals are being developed for the park and ride site at Tipner, the interchange at Cosham and around the Hovercraft terminal at Southsea.
- 3.13. The Portsmouth Transport Strategy¹⁰ (Local Transport Plan 4 (LTP4),) was adopted in October 2021, and includes four strategic objectives:
- deliver cleaner air,
 - prioritise walking and cycling,
 - transform public transport, and,
 - support business and protect our assets.
- 3.14. The objective of cleaner air and council declared climate emergency with net zero target of 2030 will be significantly assisted by the council's successful bid for 62 zero emission electric buses, the largest such deployment on the south coast. The bid, in partnership with Hampshire County Council and match funding from First Bus, will see an investment of £27.8m in the buses which are due to be in service by March 2024.
- 3.15. Funding through the BSIP will help transform public transport in Portsmouth with a programme based on DfT objectives and informed by residents' priorities including targeted cheaper fares, tickets which can be used on both local bus operators, simpler payment using 'tap on tap off' and discounts for under 19s, families, jobseekers, hard to reach groups, and a 90-minute hopper ticket across the city.
- 3.16. Early morning journeys from 4.30 am to make getting to work easier and late-night buses to support the night-time economy have already proved popular, as have buses on Christmas Day to help family and friends to keep in touch.
- 3.17. Improved information before the journey and on the bus will be aided by real time information at every stop, where feasible, as well as on bus displays which show connections to provide reassurance during the journey. A Passenger Charter will set standards and provide accountability while bus stops will offer better access for passengers and the buses themselves as well as creating a welcoming and safe environment.
- 3.18. The health benefits from public transport, apart from reduced emissions and less congestion, include the walk or cycle to and from the bus stop or station. The BSIP includes funding to improve the 'first and last mile' of the journey.

¹⁰[Portsmouth Transport Strategy 2021-2036](#)

THIS ITEM IS FOR INFORMATION ONLY

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

3.19. Improved public transport will enable people to move into and around the city more quickly and easily. This will facilitate better access to new homes, workplaces, schools, colleges, the university, leisure attractions, hospitals, health centres, the city centre and suburban centres. These 'trip attractors' will be more accessible to those without the use of a car, increasing benefits to residents, visitors and the local economy.

4. Engagement

4.1 The Portsmouth BSIP was built on a survey of over 1,100 residents and 32 local business in summer 2021 and in 2022 over 900 Portsmouth residents took part in the National Highways and Transport survey where the city was ranked joint second amongst 111 participating authorities. Public feedback is being analysed to inform the next steps in BSIP. A survey of residents and businesses in Port Solent to inform the DDRT pilot, in partnership with Solent Transport, has been completed and is being analysed. The council will be taking part in the Transport Focus 'Your Bus Journey' starting in early 2023.

4.2 An internal officer working group will be established to assist in the development of this strategy, to enable cross-department working and to ensure that all relevant considerations are included during strategy development. A wide range of internal teams will be invited onto this working group to get a broad perspective on considerations and synergies for the strategy, including Planning and Economic Growth, Culture Leisure and Regulatory Services, Finance, Climate Change, Major Projects, Public Health, Highways Infrastructure, and PFI, Communications, and Corporate Strategy.

4.3 As the strategy develops, key external stakeholder workshops will be held to ensure the views and input from a range of external organisations building on the Stakeholder Engagement Group which is part of the Enhanced Partnership.

4.4 Workshops with all councillors are proposed to be held, to enable all views to be considered and enable feedback on proposed strategy content prior to consultation.

4.5 A full public consultation will be conducted once the draft strategy has been produced.

THIS ITEM IS FOR INFORMATION ONLY

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

5 Proposed Timeframes

5.1 As this strategy is at the early stages of development, suggested timeframes are indicative only.

- Regular meetings of internal officer working group - to be established Spring 2023
- Quarterly updates to LTP4 Strategy Board (attended by Cabinet Member for Traffic & Transportation) - next meeting due June 2023
- All Member workshop(s) – Autumn 2023
- External stakeholder workshops - Autumn 2023
- Traffic and Transportation report seeking permission to consult - Winter 2023
- Public consultation –Winter 2023
- Proposed adoption –Spring 2024

THIS ITEM IS FOR INFORMATION ONLY

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

.....
Signed by Tristan Samuels, Director of Regeneration

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
Imagine Portsmouth	The Vision - Imagine Portsmouth
Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
Portsmouth Climate Change Strategy	development-and-planning-portsmouth-climate-change-strategy.pdf
Portsmouth Health and Wellbeing Strategy	health-and-wellbeing-strategy-january-2022-accessible.pdf (portsmouth.gov.uk)
Department of Transport Vehicle licensing Statistics	https://www.gov.uk/government/collections/vehicles-statistics
Census Data (related to car ownership)	Office for National Statistics online: Number of cars or vans - Census Maps, ONS
Portsmouth Enhanced Partnership Plan and Scheme	Portsmouth Enhanced Partnership
Portsmouth Bus Service Improvement Plan	National Bus Strategy (portsmouth.gov.uk)
Solent Connectivity (Rail study)	Solent Connectivity
Portsmouth Transport Implementation Plan 2022/23 to 2024/25	Portsmouth Transport Strategy 2021-2036