



Annual Monitoring Report

Portsmouth Transport Strategy and Implementation Plan

2022/23

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1. Introduction

- 1.1 The Portsmouth Transport Strategy 2021 to 2038 and supporting Implementation Plan 2021 to 2025 were adopted in October 2021 as Portsmouth's Local Transport Plan 4 (LTP4).
- 1.2 The Implementation Plan set out that they would be monitored annually through the LTP4 Annual Monitoring Report.
- 1.3 A report on the Implementation Plan was taken to the Traffic and Transportation meeting on 23rd March 2023 in which delegated authority was granted for the reprofiling of schemes set out, and minor amendments. The Implementation Plan will be reviewed annually to ensure it is as up to date as possible with scheme development and any policy and funding changes. Consideration has been given to ensuring that there is a balance in the split of schemes taken forward in each year of the implementation plan towards each of the four strategic objectives to maximise benefits.
- 1.4 This Annual Monitoring Report (AMR) will provide reporting on the progress made towards delivery of the Portsmouth Transport Strategy following its first full delivery year post adoption 1 April 2022 to 31 March 2023. The Annual Monitoring Report will be published every summer. It is planned that detailed reports will be provided at the end of each Implementation Plan time period (3 years) with snap-shot reports provided in the interim years.
- 1.5 All work undertaken as part of LTP4 will be working towards the 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'.
- 1.6 To help achieve this vision, four strategic objectives are included within LTP4:
 - Deliver cleaner air
 - Prioritise walking and cycling
 - Transform public transport
 - Support business and protect our assets

2 Key deliverables and achievements

- 2.1 When the LTP4 Implementation Plan was adopted in October 2021, it included proposed schemes and strategies to be delivered in year one of the strategy (2022/23). The progress made is detailed below. This information shows scheme and strategy progress towards each strategic objective, in year one of LTP4.

**Strategic Objective:
Deliver Cleaner Air**

Policy A: Implement a government-directed city-centre Clean Air Zone in 2021

A Class B charging Clean Air Zone (CAZ) was launched in Portsmouth in November 2021. This scheme, which was mandated by central government, charges the most polluting buses, coaches, taxis, private hire vehicles and heavy goods vehicles (HGV's) to drive within the zone. The CAZ has seen 96% compliance in its first year.

Portsmouth City Council's reporting on the air quality impact of the CAZ is dependent on work being undertaken by central government. Currently these findings are expected to be provided in autumn 2023.

Policy B: Support infrastructure for alternative fuelled vehicles

On-street residential charge-point scheme (ORCS) has continued to be developed, following the first phase of this scheme being installed in 2019, with the installation of 36 EV charge points. Phase two of the scheme saw a further 62 EV charge points installed, between November 2021 and March 2022, and work is currently being finalised for phase three of this scheme, with over 320 charge points planned.

The usage data for the 98 charge points in operation shows that they have supplied a total of over 476,000 kilowatt hours of electrical power for drivers since the first points were installed in 2019. Since installation, these chargers have been used 10038 times, which averages to six charges per day, and a total amount of charging time of 1745 hours.

Over the three trial years it has been calculated that approximately 122.7 tonnes of CO₂e have been saved by electric vehicles utilising the charge points, broken down by years as follows:

Trial year 2019/20: approximately 29.7 tonnes of CO₂e saved

Trial year 2020/21: approximately 38.4 tonnes of CO₂e saved

Trial year 2021/22 (to December 2021): approximately 54.6 tonnes of CO₂e saved

Rapid EV chargers for taxis and private hire vehicles (PHV's) were first installed in the city, at Stubbington Avenue car park in March 2022, followed by a second rapid charger being installed in London Road, Cosham car park in November 2022. A third rapid charger was installed in Isambard Brunel Surface Car Park in May 2023, with a further three rapid charge points planned to be commissioned at the Park and Ride in July 2023. The rapid charger in Stubbington Avenue car park has since gone out to Traffic Regulation Order advertisement to be opened up for public use, due to low usage at the site by taxis and PHV's.

The third phase of the on street residential charge point scheme has been under development in 2022/23, which will see over 320 new charge points installed for residents. This will now be brought forward through the Local EV Infrastructure (LEVI) Fund from which government have allocated Portsmouth £3.682 million.

There has been an increase in electric vehicle fleet controlled by PCC. Prior to October 2021 there were seven EV and one hybrid vehicle in the PCC vehicle fleet, however by the end of March 2023 this had increased to 26 full electric vehicles and 4 hybrid vehicles. A further 13 EV's are proposed to be added to the fleet later in 2023. Of the PCC hire vehicles, 9 are

hybrid vehicles, and 1 is fully EV. Additional charge points are planned to be installed at the Civic in 2023, for the use of Facilities Management vehicles.

Portsmouth City Council and Hampshire County Council (HCC), in partnership with First Bus, received £6.5m of Department for Transport Zero Emission Bus Regional Area (ZEBRA) funding in 2022, to deliver 34 battery electric buses with charging infrastructure at First Bus's Hoeford depot (Fareham), serving Portsmouth, Fareham and Gosport, helping to reduce carbon emissions and air pollution.

In March 2023 PCC and HCC were awarded another £6.1m of ZEBRA funding to deliver a further 28 battery electric buses, which will also be based at Hoeford, serving Portsmouth, Fareham and Gosport.

Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes

Work is underway to develop Portsmouth Parking Strategy, as one of several 'daughter strategies' to Portsmouth Transport Strategy. Internal working group meetings have been initially held in the development of this strategy, with workshops proposed to be held with Members and key stakeholders over the coming months.

A car club scheme is being developed for Portsmouth in partnership with Enterprise Car Club, following a procurement process being launched in December 2022. A TRO consultation was held in spring 2023, and eight on-street car club bays are proposed to be introduced across the wards of Central Southsea, Eastney and Craneswater, St Jude and St Thomas during summer 2023, with two vehicles proposed in each of these four wards. Additionally two car bays are proposed to be installed at Lakeside. It is hoped the scheme will be expanded over the coming years, across further residential locations as well as local business locations.

A rental e-scooter trial was launched in Portsmouth in March 2021, as part of the Future Transport Zone (FTZ) work under theme one. This scheme, part of a Department for Transport trial, offers a chance to travel in a more sustainable way by hiring a Voi rental e-scooter. There are currently 99 Voi e-scooter racks and 665 rental e-scooters located across the city as part of this trial, which has been extended until May 2024.

Also part of the Solent FTZ programme, Beryl Bikes by Breeze were launched in the city in October 2022. This bike share scheme allows people to hire either a pedal bike for local journeys, or an e-bike for longer journeys, without the need to own and store a bike. There are currently 35 Beryl docks and 161 bikes, and following its initial launch mainly in the Southsea area, the scheme is being extended citywide in June 2023.

Following requests from residents for more cycle storage, a bike hangar pilot was introduced to eight roads in the city between March and September 2021 trialling 3 different types of bike hangar. Bike hangars are on-street, secure, lockable, covered pods which can accommodate between four and six cycles. They offer a practical solution for people who are keen to cycle but are limited by a lack of outside secure cycle storage. The council focused the trial on areas with flat-fronted properties with little or no access to storage other than inside their property, along with areas with flats. During the development of the trial a nomination tool was created enabling residents to nominate their road for a bike hangar and suggest locations. Following the success of the pilot hangars, Cycleworks was chosen to provide an additional 8 hangars, which were installed in February 2023, allowing up to 40

bikes to be stored at the following roads: Methuen Road, Worley Street, Binsteed Road, Lennox Road South, Collingwood Road, Lumsden/Ferry Road and Francis Avenue.

In the past year, two cycling corrals have been installed, one in Marmion Road and another on the seafront. Cycle corrals provide on-street cycle parking facilities for cycles to access their bikes in the same way you would a private vehicle. They are installed at locations where on-street cycle parking cannot be installed due to pavement widths or where the corral will service specific areas to encourage cycling.

Policy D: Expand the Portsmouth Park & Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices

Outline Planning Permission was approved in July 2022 for the new Transport Hub. Stakeholder engagement and a review of demand has been undertaken with a concept design produced and modelled. A business case for the Transport Hub is being drafted to look at funding solutions and commercial viability of the scheme.

Following the success of a summertime seafront Park and Ride service in 2022, the Southsea Park and Ride has returned for 2023 offering a route directly to the seafront. The seafront service will operate on weekends and bank holidays only from Saturday 27th May, and then daily from 22nd July throughout the school holidays until September 3rd 2023.

Policy E: Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure

Initial research has been undertaken into private non-residential parking measures, such as a workplace parking levy, and this option will be explored further through the forthcoming Parking Strategy that is being developed for the city, along with any other measures which may support and encourage mode shift for businesses and organisations in the city. The pandemic has impacted on travel behaviours, and how many people currently drive to work in the city, leading to data having to be re-analysed and future travel to work trends considered.

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

A range of communications and behaviour change campaigns and events have been run during 2022 and the start of 2023, working towards the objective of delivering cleaner air:

- Four fun days were held in the summer of 2022 to encourage people to do more walking, cycling and to use public transport.
- An anti-idling campaign was launched in December 2022, to educate drivers on the damage caused by engine idling. The campaign 'When you stop, engine stops' was focused on how a single minute of a car's engine idling releases 150 balloons worth of harmful emissions into the air. In support of this campaign, an engine idling reporting tool was launched in December 2022, which allows resident's to log incidents of engine idling directly to the council. This tool does not collect personal details, but provides an overview of areas of the city where car idling can be a problem.

- Some smaller re-enforcements of the previous 'Cough Cough, Engine Off' campaign were carried out in January 2022. A photo and article was included in Flagship magazine and there were some placards for school children to hold, along with posters for schools.
- A 'greener me' campaign is running from January 2023. This campaign will share simple tips with residents on making some green changes, and will run throughout 2023. This will predominantly be a digital campaign on social media and on webpages. Some of the tips are around ways to help make improvements to air quality, such as greener travel options and switching your car engine off when stationary, reducing engine idling.

Phase two of the Workplace Sustainable Travel Fund was carried out in 2022/23. Sixteen businesses were supported with a range of measures for undertaking sustainable commuting and business purpose travel. Measures have included: e-cargo bikes, cycle sheds and lockers. Nearly 300 employees have been directly impacted by the measures, of which 40% indicated likeliness to change towards commuting with sustainable travel modes. Countless volunteers and visitors have also been positively affected by these measures, with one grantee estimating at least 16,000 visitors annually.

**Strategic Objective:
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

Additional early release low level cycle signals have been installed in the city over the past year, with four units being installed in Eastney Road at the junction with Bransbury Road, and four units being installed in Albert Road at the junction with Lawrence Road. In addition, some further signs due to be installed in the coming months, with four units scheduled to be installed in Southampton Road at the junction with Allaway Avenue, four units to be installed in Gunwharf Road at the junction with Park Road, and one unit to be updated in Anglesea Road. These signals provide a minimum of 4 second early release for cyclists ahead of general traffic.

The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in February 2022. The Portsmouth LCWIP highlights the authorities' priorities to improve walking and cycling infrastructure, emphasising the need to create an active travel network that encourages city-wide use.

Approximately 500m of existing shared use walking and cycling infrastructure was improved on the Eastern Road in February 2022, when it was converted from a shared use route to a segregated walking and cycling route, in the section between Airport Service Road and north of Harbourside Caravan Park.

A cycle repair stand was installed at Portsmouth Academy in March 2022

Thermoplastic waymarkers were installed across various different rights of way routes to improve directions signage in July 2022

Approximately 60m of cycle defenders have been installed on Henderson Road in December 2022

Policy H: Reduce through traffic in residential streets through the introduction of measures such as school streets

School streets have continued to be developed during 2022, with Kings Academy College Park taking part between September and November 2022. School streets limit the amount of non-essential traffic from entering the roads near schools during drop-off and pick-up times. Parents, children, school staff and visitors are encouraged to walk or cycle to school, resulting in a safer, healthier environment which develops cleaner air and reduces traffic congestion and noise in residential areas. St Judes Church of England Primary School and Bramble Infant and Nursery School were the first schools to take part in the scheme when it was introduced to Portsmouth during 2021, with both locations currently being developed as permanent school streets, following consultation.

The popular Stomp for Stamps event was held during summer 2022, having been run on previous years, which encouraged children and parents to walk, cycle and scoot to various locations, to collect 'stamps'. Once the 'stamps' were collected, children were able to choose a prize from local libraries.

Play streets have also been developed during the first year of monitoring of LTP4, with Play streets being introduced to Chetwynd Road, Francis Avenue, Lindley Avenue and Whitwell Road. Play streets are streets in which the road is closed to through traffic for periods of time to allow children to safely play outside.

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

Improvements to some district town centres has been undertaken, including at Guildhall Walk, where temporary barriers have been removed and replaced with bollards, removing access to vehicles and creating a pedestrian area. A continuous footway in two directions has been installed at two junctions in Tangier Road and a pedestrian area has been introduced at Castle Road, with general traffic removed and only local access permitted. New rain gardens have been installed in North End, which are planters with flowers and vegetation which are designed to absorb surface water runoff and assist with drainage, whilst also improving the greening of the area.

Improvements are scheduled to start at Milton Market in autumn 2023 to install continuous footways at six junctions.

The Future Highstreet Fratton Project will be delivering infrastructure to facilitate a flexible part time road closure at the South end of Fratton Road. This Road closure will be used to create a highway event space for use on designated Sundays. Engagement will be carried out with the local community over the summer with infrastructure due to be constructed in early 2024 ready for events in the spring and summer of that year.

Dragons teeth were installed at Driftwood Gardens in May 2022 to maintain access for pedestrians and prevent pavement parking. Dragons teeth are wooden bollards with a chamfered top generally used to protect public spaces and public rights of way to prevent vehicle access.

Additional bollards were installed over the past year in Old Portsmouth to prevent pavement parking and maintain walkways for pedestrians.

**Strategic Objective:
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

The National Bus Strategy for England - Bus Back Better, was announced in March 2021, and following this, the Portsmouth Bus Service Improvement Plan (BSIP) was submitted to government in October 2021, as a bid for funding towards bus service improvements. In April 2022, Portsmouth City Council were awarded £48 million to fund new tickets, reduce fares, provide better information at the bus stop and during the journey, and make bus journey times shorter and more reliable. This funding will help to increase bus use and improve passenger satisfaction, and the BSIP includes a range of measures to make public transport journeys quicker. These include tap-on / tap-off tickets and redesigned bus stop layouts to reduce dwell times, re-surfaced bus lanes and increased enforcement, as well as smart traffic signals to minimise delays to buses within existing road space.

Regarding Demand Responsive Transport (DRT), a survey of potential demand for Port Solent has been completed to inform the possible route and timetable. A competitive tender process has been undertaken on behalf of Solent Transport to appoint a supplier for the back-office software system for journey operation and passenger bookings. Once the supplier is in place and mobilisation complete, the system will be piloted on existing DRT operations in Southampton and the Isle of Wight in phase one, before moving on to phase two, of which Port Solent will be part.

Policy K: Develop a rapid transit network that connects key locations in the city with South East Hampshire and facilitates future growth

Work on the South East Hampshire Rapid Transit (SEHRT)¹ scheme has been continued during 2022, with improvements to Rudmore Roundabout being completed, as detailed below:

- The bus lane on Mile End Road now extends back to the roundabout. This makes it easier for buses to travel into and out of the city centre from Stamshaw.
- The northbound lane onto the M275 is now wider. This lets traffic exit over two lanes instead of one, which will reduce congestion at busy times.
- The road is now resurfaced, and lane markings are improved. This makes it clearer and safer for drivers to travel through the roundabout.
- People riding bikes now join the road on Twyford Avenue and Mile End Road further away from the junction. This makes them more visible to drivers, making the paths safer for people using them.

The SEHRT scheme is a programme of 23 interventions to create a high-quality multimodal travel system connecting communities within the Portsmouth and south east 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.

¹ <https://www.sehrt.org.uk/>

<p>Policy L: Deliver high quality transport interchanges, stations and stops</p> <p>A further 3 <u>Real-time information screens</u> were installed at bus stops in the city during the past year, at Ludlow Road/Beehive Terrace, and Station Street east and westbound by Portsmouth and Southsea train station.</p>
<p>Policy M: Continue to work with public transport operators to deliver integrated, efficient, affordable, attractive services promoting local and regional connectivity</p> <p>Portsmouth City Council have been working with Solent Transport on the opportunities to use <u>Solent Go</u> for multi-operator fares of buses and ferries. Solent Go is a range of tickets that can be used on buses and ferries across South Hampshire, including Portsmouth, Southampton, Winchester and Havant, making it easy to hop-on and hop-off of public transport across the Solent area, and avoiding the need to carry the correct change or multiple paper tickets. Solent Go came into operation during 2014.</p> <p>Through the <u>Bus Service Improvement Plan (BSIP)</u> funding, a number of discounts will be introduced for bus services including reduced price tickets for young people up to the age of 19, a 90-minute hopper ticket for any passenger valid on any bus in the city in that time period, family tickets and cheaper tickets for evening travel. To improve bus accessibility, there will also be discounts available for jobseekers and hard to reach groups.</p> <p>Following the making of an <u>Enhanced Partnership</u> between Portsmouth City Council and local bus operators, First Solent and Stagecoach South, in December 2022, the funding was able to be released, with initial measures having been introduced of early morning buses running from 0430 hours on key routes, an increase in evening bus services with late buses running on Fridays and Saturday up to 2300 and 0100, with these services carrying over 2,000 passengers in January. A network of services also ran on Christmas Day for the first time in many years, with over 1,500 journey's being made. Free Fare Sunday's were run in March 2023, with free bus travel within the city on each of the four Sundays in this months.</p> <p>As part of the Solent Future Transport Zone programme, its <u>Mobility as a Service (MaaS)</u> app, Breeze, was launched in October 2022. This app allows the for the planning, booking, payment and ticketing for all modes of transport across Portsmouth, Southampton, south Hampshire and the Isle of Wight, improving ease of travel between modes. Beryl Bikes and Voi (rental e-scooters) have already been fully integrated into Breeze, and the region's other transport operators including bus and rail are being added in early 2023.</p>

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<p>Strategic Objective:</p> <p>Support Business and Protect Our Assets</p>
<p>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</p> <p>A network of <u>Bluetooth journey-time detectors</u> are continuing to be rolled out across the main routes in the city. Data from these detectors enable us to monitor journey times and</p>

investigate any particular issues that affect the movement of traffic on the network. We are also experimenting with slow traffic / queue detectors at particular hotspots to analyse patterns of congestion and to provide early-warning alerts to the Network Management Team.

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

Investigations have been undertaken through the Future Transport Zone, into potential locations for micro-consolidation sites. A multi-criteria scoring tool has been developed by the University of Portsmouth which indicated that Cascades and Halsea Industrial Estate were the most suitable micro consolidation sites from the longlist that had been developed with input from council officers and councillors. Further work will be undertaken by the project team to progress with moving the scheme forwards, and further considering these sites as potential options for micro-consolidation.

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

This policy has not yet been developed, in the adopted Implementation Plan is it scheduled to be explored in the longer term.

Policy Q: Maintain our highway infrastructure

Zebrites are due to be installed at four locations in the city in February/March 2023, at Anchorage Road, Allaway Avenue, Jubilee Avenue and Clarence Esplanade. Zebrite belisha beacons seek to increase the visibility of zebra crossings, and the sites selected were identified following reports of poor driver compliance, as well as analysis of current accident data by the Safer Travel Team.

During 2022, road markings were improved at several locations across the city including Clarence Esplanade, to improve visibility of the zebra crossing opposite Speakers' Corner, Portsmouth Road, Cosham to further hi-light the 20mph speed limit, Rodney Road, Westfield Road, Landguard Road and Stubbington Avenue - installation of Keep Clear markings to improve the flow of traffic, Winterbourne Road and Tintern Close, Paulsgrove to further hi-light the one-way roads. New SLOW road markings are to be installed in February 2023 on Grove Road and Station Road, Drayton to improve safety on approach to junction.

New and improved road signage was installed at several locations across the city in 2022 including Grove Road and Station Road, Drayton, which have both had new warning signage installed to improve safety on the approach to the junction ahead, Rodney Road Centre, part of NHS off Rodney Road, where directional signage has been installed. Shared use pavement signs have been installed on Duisburg Way. Additionally, a new variable message sign (VMS) is being installed on Southampton Road, just east of Port Way, in February 2023.

Policy R: Proactively manage kerbside space to enable flexible use for essential access

Kerbside space is used flexibly in many locations in the city. During 2022/23 where appropriate, new flexible use has been introduced such as in Clarendon Road where a night time only bus stop has been created following extension of bus operating hours meaning the

usual bus stop at Osborne Road cannot be accessed due to the existing flexible use where a bus stop becomes a taxi rank after 11pm.

Proactive management of kerbside space will be considered further as part of the Portsmouth Parking Strategy development, and monitoring will be carried out of existing kerbside spaces to identify any new sites that may be suitable for flexible use. Work is currently underway in the development of the Parking Strategy, with key policies and objectives being developed for public consultation during the autumn of 2023.

3 Data Trends

3.1 Whilst a detailed Annual Monitoring Report will be produced every three years in line with the end of each Implementation Plan time period, some key data trends are shared below, to provide a snap-shot of transport in the city, and views on different modes of travel and transport issues.

3.2 National Highway and Transport Network Public Satisfaction Survey (NHT Survey)

The National Highway and Transport Network Public Satisfaction Survey² (NHT Survey) is an annual postal survey which collects perspectives on, and satisfaction with local highways and transport aspects for local authorities. It uses standard questions to allow comparison between participating authorities. The survey is sent to a random sample of residents for each authority area.

There are 6 main themes as part of the questionnaire, which include;

- Accessibility
- Public transport
- Walking and cycling
- Tackling congestion
- Road safety
- Highway maintenance

111 local authorities took part in the 2022 NHT survey, and the high level survey results for Portsmouth are detailed below:

High level survey results for Portsmouth - NHT Survey 2022

- Ranked 12th out of 111 Local Authorities for Accessibility scoring 71%. NHT average was 68%
- Ranked 6th out of 111 Local Authorities for Public Transport scoring 58%. NHT average was 51%
- Ranked 3rd out of 111 Local Authorities for Walking and Cycling scoring 57%. NHT average was 51%
- Ranked 17th out of 111 Local Authorities for Tackling Congestion scoring 47%. NHT average was 44%
- Ranked 12th out of 111 Local Authorities for Road Safety scoring 55%. NHT average was 52%
- Ranked 2nd out of 111 Local Authorities for Highway Maintenance scoring 57%. NHT average was 46%

² NHT Public Satisfaction survey report [2022 Survey Public Reports \(nhtnetwork.co.uk\)](https://www.nhtnetwork.co.uk/2022-Survey-Public-Reports)

- Ranked *2nd* out of 111 Local Authorities for Communications scoring 54%. NHT average was 46%

These results are positive across most themes, with some ranking particularly highly compared to other local authorities. The results provide an understanding of customer views, satisfaction and priorities, and help to indicate areas where further improvements are required.

Positively, Portsmouth was ranked joint *2nd* in overall satisfaction of all 111 authorities for all themes with 56% average satisfaction. NHT average was 50%

3.3 Portsmouth Travel Survey

A dedicated Travel Portsmouth magazine was distributed city-wide in February 2023, to inform residents of the latest developments in travel and transport projects and initiatives in the city. Included in this magazine was a two-page survey, which could be completed and handed in at various locations around the city including the civic offices, libraries, housing offices and leisure centres. Completed surveys could also be posted to the civic offices, and the survey was also made available on-line. The survey remained open until 17th March 2023.

The survey attracted 709 responses across of the channels. Key results from this survey are shown below:

Active travel

- Walking is the most frequently used mode of active travel with 80% of respondents walking 1-2 days a week or more around Portsmouth
- 42% of respondents cycle, with 27% doing so 1-2 days a week or more
- Very small percentages of respondents use Voi rental e-scooters or Beryl bikes on any frequency basis (6% and 2% respectively)

Public transport

- Buses are the most frequently used mode of public transport (around or from Portsmouth) with 37% of respondents using them 1-2 days a week or more
- Nearly 60% of respondents never use the hovercraft or ferry
- Trains are used by 68% of respondents but on a much less frequent basis than the bus (<7% use them 1-2 days a week or more)

Other travel

- Cars and vans are the most frequently used mode of motorised transport overall with 58% driving themselves 1-2 days a week or more, and a further 31% being passengers in a car/van at least 1-2 days a week

Transport strategy priorities

- Making public transport a more attractive option is the most important aspect of the transport strategy priorities for 54% of respondents (improvements to walking and cycling networks 39%, tackling air pollution 34%, maintaining and improving roads (32%)
- Those using the bus at least 1-2 times a week and females prioritise improving public transport higher than the total sample (70% and 60% respectively vs. 54% total sample)

- Voi e-scooter users, frequent cyclists (at least 1-2 times a week), and Beryl e-bike users prioritise improving walking and cycling networks higher than the total sample (81%, 73% and 69% respectively vs. 39% total sample)
- Voi e-scooter users, those aged 18-44, and frequent cyclists prioritise tackling air pollution more than the total sample (44%, 40% and 39% respectively vs. 34% total sample)
- Although frequent car users (at least 1-2 times a week) prioritise the maintenance of roads higher than the total sample (37% vs 32%), public transport is a higher priority (49%) for this group

3.4 Big Portsmouth Survey

A resident research survey, the Big Portsmouth Research Survey³ was conducted in Autumn 2022, which included, amongst other things, questions around sustainable travel. This provided a useful insight into residents views on different sustainable travel options in the city. Over 1,600 residents took part in the survey overall, and whilst response rates to individual questions varied, useful data was gathered on residents views on sustainable travel.

Key highlights from this survey regarding travel and transport are shown below:

Frequency of using sustainable transport for short journeys - overall

- Residents use a range of sustainable transport for short journeys
- The majority of residents either walk (80%) or cycle (60%) **often** for short journeys, and more than a third travel by rental e-scooter **often** (37%)
- Residents travel least by ferry or hovercraft for short journeys
- Of residents who use public transport to complete short journeys, 30% travel this way 'often', 42% travel this way 'sometimes', 28% travel this way 'occasionally', and 1% 'never' travel this way
- A higher proportion of residents with an annual household income of less than £20k travel by public transport for short journeys 'often' (42%)
- Of residents who travel actively (by walking, cycling or e-scooter) for short journeys, the majority 'often' travel actively (82%)
- Younger residents are using active travel more 'often' for short journeys than older residents
- Higher proportions of residents without a disability travel actively 'often' compared to those with a disability

Frequency of using sustainable travel for longer journeys

- Residents use a range of sustainable transport for their longer journeys
- Over two thirds of residents either walk (70%) or cycle 'often' for longer journeys (58%)
- Three quarters of residents travel by bus either 'often' (39%) or 'sometimes' (36%) for longer journeys
- Just over a third of residents use public transport (bus, train, taxi or ferry/hovercraft) 'often' for longer journeys (38%)

³ [Easy travel - Your City, Your Say survey research \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/easy-travel-your-city-your-say)

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- Residents aged 16 to 24 years old and residents over 64 are most likely to use public transport for longer journeys. The over 65 group are most likely to hold concessionary bus passes
- Females and residents without a disability are slightly more likely to use public transport 'often' for longer journeys
- Over two thirds of residents travel 'often' via active travel (walk cycle or e-scooter) on longer journeys (70%)
- There is little variation across age or sex
- A slightly higher proportion of residents without a disability travel via active travel 'often' compared to residents with a disability (70% vs 66%)

Encouraging sustainable travel

- Improvements to buses were the most popular option to encourage residents to travel sustainably (61%)
- Improvements to trains (43%), safer walking (40%) and safer cycling routes (38%) were also popular but at a lower level than bus improvements
- Lower proportions would be encouraged by improvements to rental e-scooters and taxis (both 12%), and improved disabled access (10%)
- The highest proportion of further comments relate to bus travel with 18% of residents making a comment on that topic
- Cheaper fares are the most frequently mentioned comment both within bus travel and more generally
- Better cycling routes are also mentioned by 5% of residents

Travel behaviour change since pre-pandemic

- Over half of residents say that their travel habits have changed at least 'a little' since the pandemic (57%)
- 25 to 34 year olds are most likely to report that their travel habits have changed a lot (33%)
- Those residents with an income below £20k and those from an ethnic minority are more likely to report that their travel habits have 'changed a lot', 28% and 36% respectively versus the total sample figure of 24%
- Over a third of residents are walking 'much more' since the pandemic (38%) and just under a third are using a rental e-scooter (30%) or cycling (29%) 'much more'
- Car/ van usage has decreased since the pandemic; residents are driving 'slightly/ much less' (68%) and travelling as a passenger 'slightly/ much less' (61%)
 - Residents travel habits have changed mostly due to cost of living concerns (51%) and increase in the cost of fuel (46%)
 - For just under a third of residents their travel habits have changed due to working from home more (29%), health reasons (28%) and covid concerns (28%)
- Since the pandemic, residents are using more active travel – 47% of residents are using an electric scooter more, and over 30% are walking and cycling more for both leisure and work
- Use of public transport has decreased for 35% of residents
- Residents are travelling overseas, travelling via an aeroplane and driving for leisure substantially less than before the pandemic

3.5 The above data from various survey's conducted in recent months provides valuable insights into travel behaviours and views in the city and can be used to begin to monitor the impacts of LTP4 to date, and help to identify work priorities.

4 Summary

4.1 This report sets out the progress that has been made towards the LTP4 vision and strategic objectives over the first year of the Portsmouth Transport strategy. As set out in section 2, a wide number of schemes and initiatives have either been delivered or are being developed, contributing to improvements to a variety of travel choices and supporting reductions in air pollution and carbon emissions from transport. These actions are delivering against the policies which underpin the strategic objectives.

Further short, medium and longer term actions will be undertaken over the life of the strategy involving a cross-working approach both within the council, with external partners and organisations, and local residents, to ensure continuous working towards the LTP4 vision and objectives.

4.2 Section 3 provides high level survey data, which will act as a benchmark for subsequent LTP4 Annual Monitoring Reports, allowing comparisons to be made as further work is progressed in working towards the LTP4 vision and objectives. The ongoing data collected will be considered over the life of the transport strategy and will help to help determine where further improvements may be required.