

Appendix A

Portsmouth Enhanced Partnership - Forward Plan Bus Service Improvement Plan - Updates from January 2024

1. Background

1.1 The Bus Service Improvement Plan (BSIP) is a living document and is reviewed on a twice-yearly basis. As part of informing the programme, the Portsmouth Travel Publication Survey 2023 was delivered door to door and produced responses from 700 residents who reaffirmed the following priorities:

- Buses are the most frequently used mode of public transport (37% of users using them 1-2 days a week or more)
- Residents want more routes that are reliable, frequent, more direct and cheaper
- The increased cost of living has impacted travel habits for 54% of respondents.

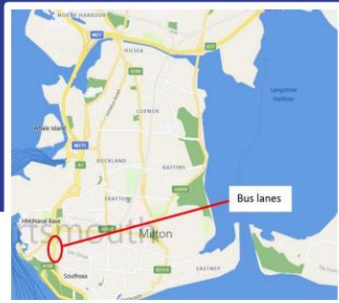
1.2 In response to this, and the experience of the first year, the Portsmouth BSIP is being updated in partnership with the bus operators. The proposals have been submitted to and agreed with the Department for Transport.

1.3 In terms of the bus priority schemes which are being designed in detail, the completion date has been put back from March 2025 to September 2025 so that they are not on the highway at the same time as works through the Transforming Cities Fund (TCF) which had to be rescheduled due to the pandemic.

Figure 1: Capital Programme Development



PROJECTS RECAP



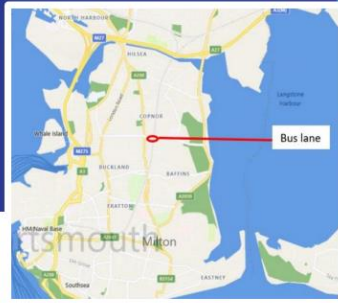
Southsea Terraces (£3.5m)

Current Stage:

Feasibility

Feasibility Undertaken By:

WSP UK Ltd



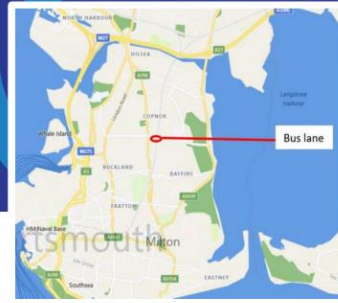
Burrfields Road (£200k)

Current Stage:

Feasibility

Feasibility Undertaken By:

WSP UK Ltd



St Georges Road (£1.5m)

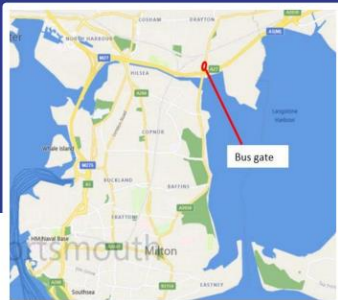
Current Stage:

Feasibility

Feasibility Undertaken By:

Pell Frischmann

PROJECTS RECAP



Walton Road (£4.5m)

Current Stage:

Internal Consultation

Feasibility Undertaken By:

Portsmouth City Council



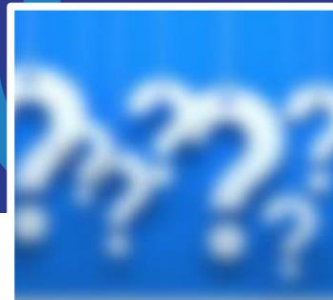
Bus Lane Surface Treatment (£300k)

Current Stage:

Programming / Pre Delivery

Undertaken By:

Portsmouth City Council



Reserve Pot Schemes (TBC)

Current Stage:

TBC

To Be Undertaken By:

TBC



2. Making Fares Simpler and More Attractive

2.1 The programme of fares initiatives continues, building on what has been achieved in 2023 including Free Fares weekends, discounts for under 19s and the introduction of Tap on Tap off ticketing, the last only on First Solent so far.

Figure 2: Fares Promotions

Project	Scheme	Outcomes	Status
Free Fares Weekends	Free bus travel on selected weekends and Small Business Saturday	Increase bus use, get new users to try and to support the local economy.	<ul style="list-style-type: none"> Provisional Programme agreed with operators September 2023 Free Fare Weekends happening Events Planned to November 2024
Under 19 Ticketing	Extend young person discount from 16 to 19	Increase bus use and access to further education, apprenticeships and training by reducing costs on a targeted basis	<ul style="list-style-type: none"> Launched 23rd October 2023 Under 19s travel for same price as children emanating or returning to city
Evening Tickets	Introduce all operator evening ticket	Lower fares for evening multi-stage journeys. Support for night time economy.	<ul style="list-style-type: none"> Currently being finalised
Group Ticketing	Group Travel for up to 5 people	Increase Use by reducing travel costs on a targeted basis	<ul style="list-style-type: none"> Initial discussions underway
Job Seekers	Increase bus use by reducing costs on a targeted basis. Improve access to employment.	Extend the job seekers discount to all bus operators.	<ul style="list-style-type: none"> Working towards both operators offering this
Hopper Tickets	90 Minute Ticket	Lower fares for multi-stage journeys and easy to understand for the customer. Allow residents to easily access all areas of the city across both operators' services	<ul style="list-style-type: none"> Currently being finalised Needs written agreement in progress
Fares Reform	Simplification of Fares	Common/simple fare structure across all operators with common fare stages. Basic range - short trips, evening, weekend, family ticket that is common across all operators.	<ul style="list-style-type: none"> Work in progress. Core commercial fares unaffected. National £2 fare to continue to December 2024

3. Timetable Improvements

3.1 A range of timetable improvements to make services more attractive will be introduced from February 2024, building on the early morning journeys and Friday/Saturday late evening journeys which started in December 2022 and January 2023. Christmas Day services, introduced in 2022 will be joined by more comprehensive New Years Day services from 2023.

3.2 The BSIP-funded timetable improvements will see better frequencies on key routes, improved evening and weekend timetables and two 24-hour services. The improvements have been co-designed with the local bus operators to run with reducing funding until March 2026, a year beyond the original funding period, and will continue on a commercial basis until at least December 2026 by which time passenger usage should have increased sufficiently to make many of the journeys commercially sustainable on a long term basis.

4. How has this been achieved

4.1 Revenue budgets allocated the main capital programme are proposed to be reduced by 30% and reallocate to extra services. In addition, some of the fares programme funding streams are being reduced and reallocated to extra services as these have been slow in mobilisation due to DfT funding being received well into the first year and the need to agree with operators, organise legal agreements etc.

4.2 These extra services have come about following a network review in summer 2023 and the creation of an "assured network" to March 2025 agreed with the operators as being commercially sustainable over that period. The revised extra services provide two 24 hour a day services for the city and additional evening, Saturday and Sunday services which are guaranteed to operate until December 2026 following the end of funding which has been rolled forward a year to March 2026. The capital programme needed to be revised to follow on from TCF schemes which will complete on the highway in July 2024 and BSIP schemes will follow on, on a highway network, on an island with a finite highway capacity and as the scheme move from pre-feasibility the timescales are now more deliverable.

5. What passengers will see

5.1 Passengers will enjoy fares promotions until agreed BSIP end date of March 2025. In terms of longer funding for extra services this will enable a longer funding 'tail' to allow these to become commercial at the end of the funding period - through co-development with bus operators - this means more services for passengers. The pre-feasibility of the capital programme has identified deliverable solutions over the BSIP period with a short extension and therefore it is proposed Walton Road become an additional scheme as part of a reserve pot for any underspends.

6. Risks and mitigations

6.1 We have undertaken a network review, agreed an "assured" network and built extra services from this, every bus journey supported will be a new journey - co-developed with our bus operators. This network review reduces risks elsewhere in the network - especially with additional services which will further support the main network. The risks to the capital programme are included in the risk bias of the capital programme and will reduce as the schemes come forward and be reallocated to a reserve pot of schemes if there is underspend.

7. Next Steps

7.1 The BSIP programme will continue to be overseen by the Enhanced Partnership Board which is chaired by the Cabinet Member for Transport and includes the two bus company Managing Directors. Further measures will be brought forward by the Programme Board informed by the Stakeholder Group and ongoing engagement with residents.