

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 20 March 2024

Subject: Local Transport Plan 4 - Implementation Plan 2024 to 2025

Report by: Felicity Tidbury, Assistant Director for Economy, Planning and Transport Directorate

Report author: Joanne Eldridge, Transport Delivery Lead

Cabinet Member: Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

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 (LTP4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2024/25 budget at the Full Council meeting on 13 February 2024.
- 1.2 This report notes the following funding allocations by Full Council on 13 February 2024 as part of the council's 2024/25 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4).
- £1,520,000 for the 2024/25 LTP4 implementation plan
 - £1,165,000 for the 2025/26 LTP4 implementation plan
 - £50,000 for Transport Junction Improvements
 - £60,000 for One Way Roads
 - £1,200,000 for the Eastern Road Active Travel Corridor - Harbourside Park Phase
 - £600,000 for the Wheelchair Accessible Taxis - Lease Rental Scheme
- 1.3 A two-year funding allocation has been awarded for the LTP4 programme. This funding will allow for the forward planning of scheme delivery and ensure teams are sufficiently resourced to be able to successfully implement the future works.
- 1.4 This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered with the 2024/25 funding year.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 Approves and adopts the attached Local Transport Plan 4 (LTP4) funded schemes 2024/25 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**
- 2.2 Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport 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 Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport 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 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.**
- 2.5 Notes the attached LTP4 Implementation Plan scheme reprofile 2022/25 (Appendix B).**

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 Strategy (LTP4) 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 its vision, strategic objectives and policies.

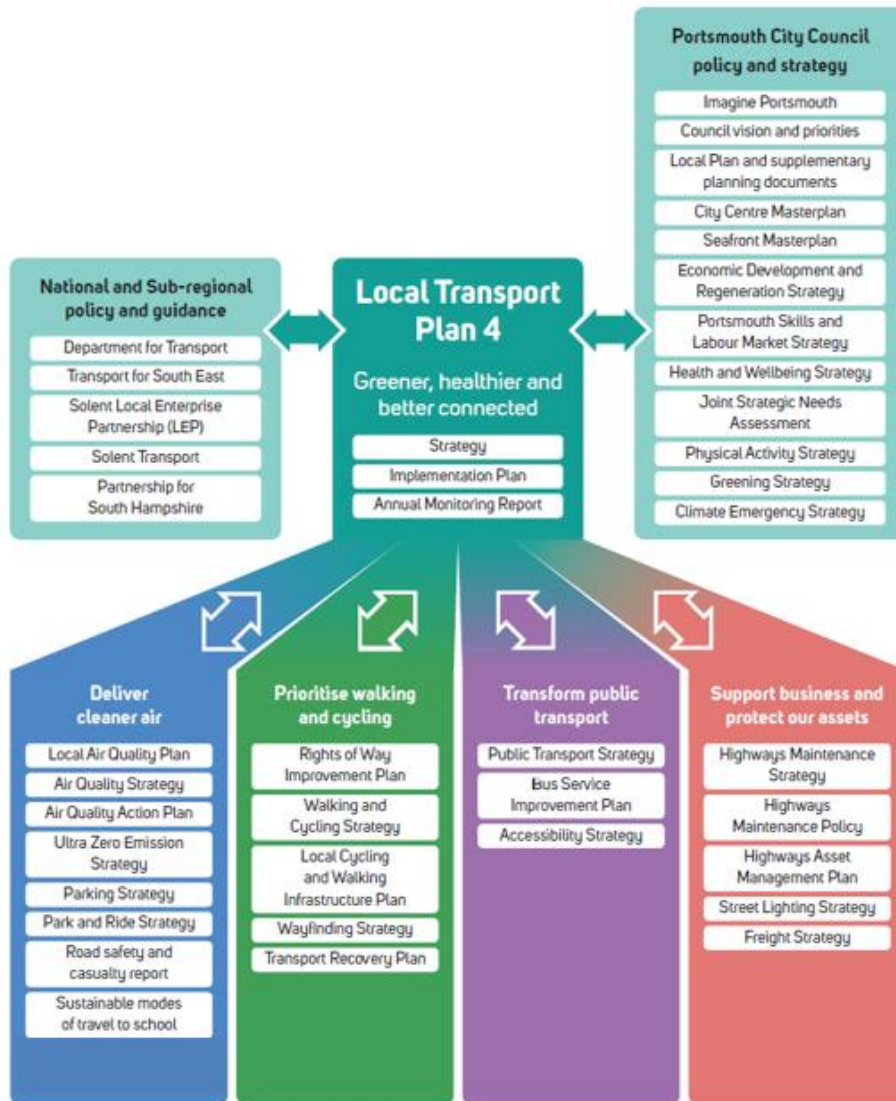


Figure 1 – Portsmouth Transport Strategy strategic fit

Portsmouth Transport Strategy (LTP4)

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:

Vision:

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. 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 by officers 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 six 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,
 - Road markings and directional signage,
 - Casualty and Speed Reductions; and
 - Traffic signal reconfiguration.
- 4.7 The delivery of a number of LTP workstreams are longer-term, with some supported by external funding and also spanning two or more years over the three-year programme with some examples detailed below:

Deliver Cleaner Air

- Behavioural change events and campaigns to highlight engine idling and encourage alternatives to car travel to launch in the summer.
- 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.
- Portsmouth Parking Strategy, as one of several supplementary strategies to Portsmouth Transport Strategy

- Continued development of the rental e-scooter trial that launched in March 2021, which the council has since approved to run until May 2026, and of the bike share scheme that launched in October 2022.
- Continuation of the Workplace Sustainable Travel Fund, with Round 3 open to applicants in early 2024
- Continued development of the Portsmouth Car Club that launched in September 2023, with eight bays added to the two that had previously operated in the city, and two EV bays scheduled to be added in 2024.
- The addition of 62 electric buses that will serve 4 of the city's 5 AQMAs. Funded through the DfT's Zero Emission Bus Regional Areas fund, ZEBRA as part of the Government's National Bus Strategy.

Prioritise Walking and Cycling

- 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 East-West Active Travel Corridor is successfully delivering cycle and pedestrian improvements along this key route connecting Fratton to The Hard, with a 500m stretch currently being completed as Phase 2 of the works. The route includes key features such as continuous segregated cycle lanes, a tiger crossing, a continuous pavement crossing, a bus stop bypass, widening of existing shared footways, improved lighting, CCTV, micro-mobility stations, planting including 23 new trees, seating and bins with further improvements planned in future phases.
- Portsmouth's first Active Pompey Neighbourhood trial is to be installed in the Central Southsea ward. This high-density residential area close to a major traffic carrying route will have temporary road closures, modal filters and community-maintained planters to encourage traffic to travel more slowly through the area.
- Casualty and Speed reduction measures are currently being designed to address the high speeds on Lower Farlington Road, help direct HGVs serving the local area along better routes and improving pedestrian facilities between Fitzherbert Spur and Havant Road with opportunities for greening.
- 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

- 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.
- From February 2024, a range of timetable improvements to make services more attractive will be introduced, building on the early morning journeys and Friday/Saturday late evening journeys.
- Christmas Day services, introduced in 2022 will be joined by more comprehensive New Years Day services from 2023.
- Following a network review in summer 2023 and the creation of an "assured network" to March 2025 and agreed with operators, two 24 hour a day services for the city and additional evening, Saturday and Sunday services are guaranteed to operate until December 2026.
- The programme of fares initiatives continues, building on what has been achieved in 2023 including Free Fares weekends and discounts for under 19s with multi operator group tickets, Evening tickets and 90-minute hopper tickets launched in February 2024. In addition, First introduced Tap on Tap off ticketing in late 2023 and added a commercial jobseekers discount – complementing the existing offer from Stagecoach.

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 to users of the highway network.
- The traffic signals and variable message signing (VMS) budget supports the modernisation and upgrade of existing traffic signal sites 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. Better information is provided to drivers across the city via the installation of replacement and new variable message signs (VMS) at key locations.
- Improved technology at new and upgraded signalised pedestrian crossing facilities to allow for touchless and Bluetooth remote activation, allowing safer/easier crossing for both abled and less-abled people.

4.8 The three-year LTP4 Implementation Plan adopted in October 2021 included lists of schemes to be delivered over each of the three years, and future years. These scheme lists have been reviewed and reprofiled where necessary to reflect where works have been undertaken or reprioritised (Appendix B). Within this appendix, the scheme reprofiling for years one, two and three, and future years are detailed, with comments where amendments are being made. These

amendments will be updated within the published Implementation Plan, providing details on the schemes being delivered to support its vision and objectives.

- 4.9 Further details of the progress will be included in the 23/24 LTP4 Annual Monitoring Report which is to be presented after completion of the monitoring period, in summer 2024.

Governance and Monitoring

- 4.10 A quarterly Transport Strategy Board meeting, which includes the Cabinet Member for Traffic and Transportation, oversees the progress of delivery against the Portsmouth Transport Strategy vision, strategic objectives and policies. One of the functions of the board is to review progress within the three-year Implementation Plan, ensuring that schemes being implemented deliver against the four objectives, and the overarching vision, set out in the Portsmouth Transport Strategy. Another Transport Strategy Board function is to determine if any updates to the LTP4 Strategy are required (in line with national or local policy changes) and also to consider the next iteration of the three-year Implementation Plan.
- 4.11 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 As detailed in Appendix B, the scheme lists within the current LTP4 Implementation Plan are currently being updated to reflect the amendments that have occurred due to work undertaken, reprioritisation and linking in with national strategies. These amendments will be made to the published LTP4 Implementation plan, along with minor updates to the LTP4 Implementation Plan document where required.
- 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 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 2024/25 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2024/25 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 2024/25 funding allocation approved at Full Council 13 February 2024.

7. Integrated impact assessment

- 7.1 An integrated impact assessment (IIA) has been produced and included in Appendix C. Individual IIAs and Equalities Impact Assessments relating to the projects to be delivered 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 2024/25 was approved by Full Council on 13th February 2024 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved a two-year allocation of £2,685,000 to the LTP4 Implementation Plan, £1,520,000 for 2024/25 and £1,165,000 for 2025/26 (Line 34 in the Transport Capital Programme). This report is concerned only with the 2024/25 allocation.
- 9.2 The Council approved a further £1,310,000 for the delivery of Transport Schemes, made up of the following:
- Junction Improvements (Line 50 in the Transport Capital Programme)
 - One Way Roads (Line 51)
 - Eastern Road Active Travel (Line 49)
- 9.3 This report seeks approval to allocate the £2,830,000 to the schemes detailed in Appendix A.
- 9.4 For completeness, £600,000 was allocated for the Wheel Chair Accessible Taxis - Lease Rental Scheme. This will be subject to a separate full business case demonstrating the affordability of borrowing.
- 9.5 All relevant funding has been approved as per financial rules and may be released as highlighted in this report.

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Signed by:

Appendices:

Appendix A: Funded LTP4 Scheme List 2024/2025

Appendix B: LTP4 Implementation Plan Scheme Reprofile 2022-2025

Appendix C: 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 Year 2 - 2023/2024	Report to be presented Summer 2024
Full Council 13 February 2024 (Budget approval)	Agenda for Full Council on Tuesday, 13th February, 2024, 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
Portsmouth Transport Strategy	Portsmouth Transport Strategy 2021-2038

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

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Signed by:

Appendix A: Funded LTP4 Scheme List 2024/2025

Scheme name	Scheme overview	Ward
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)	<p>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.</p> <p>The high priority locations will be considered and delivered within the limits of the available funding. These include:</p> <ul style="list-style-type: none"> • Leominster Road (eastern end) traffic calming • Hayling Ave - Improve safety for pedestrians and pedal cycles • Kent Road - Improve the visibility issue at existing zebra crossing • Penhale Road - Improve safety for pedestrians and pedal cycles 	Paulsgrove, Baffins, St Judes, Fratton
Active Travel Improvements incl. Quieter Routes	Installation of improved cycle parking across the city to encourage new and existing cyclists, with further improvements to the 'Quieter Routes' to help increase the modal shift set out in government targets which are shared by the city council	All wards

	(Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025).	
Active Travel Improvements - Infrastructure	<p>Cycle infrastructure improvements at locations within the city following requests from residents - sites being considered and prioritised include:</p> <ul style="list-style-type: none"> • Havant Road Cycle Lane • Moorings Way Cycle Lane • Guildford Road Contraflow 	Drayton & Farlington, Baffins, Fratton
Pedestrian Crossings	<p>To install or improve formalised pedestrian crossing points at locations around the city where pedestrian safety is a concern following requests, accidents or fatalities, though are not direct instructions from the coroner. Priority locations include the following and will be addressed in line with available budget:</p> <ul style="list-style-type: none"> • Vectis Way, Cosham • Locksway Rd/Shelford Rd zebra crossing safety improvements • The Hard • Gunwharf Rd 	Cosham, Milton, Charles Dickens, St Thomas
School Streets	<p>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 following successful trials through signage, bollards and lining to support these changes. Schools being considered include:</p> <ul style="list-style-type: none"> • Arundel Court Primary Academy • Meon Infant School • Southsea Infants • Bramble/ St Jude's (changes/ upgrades to existing works if required) 	Milton, Charles Dickens, St Jude's, Central Southsea, St Thomas
School Crossing Patrol Infrastructure	<p>There is a rolling program of risk assessments carried out to assess SCP sites and whether or not additional infrastructure would make the crossing point safer and more visible. These are then prioritised by the volume of pedestrian movement through the site. Highest priority locations include:</p>	Charles Dickens, Nelson, Copnor

	<ul style="list-style-type: none"> • Turner Rd/Gamble Rd • Chichester Rd/Drayton Rd • Mayfield Rd 	
Eastern Road Active Travel Corridor - Harbourside Park Phase	<p>This funding will focus on works at the section of the Eastern Rd adjacent to the caravan park and include a new acoustic fence and the removal of existing hedgerow.</p> <p>Future phases will include widening the new footway, the greening of the fence, relocating all the lighting columns and other street furniture, any utility diversions and any further connectivity improvements.</p>	Copnor
Transform public transport		
Traveline (Statutory Scheme)	<p>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.</p>	All wards
Junction Improvements	<p>Changes to improve traffic flow and ease congestion at busy junctions. This scheme will work to deliver measures at high priority locations.</p>	
Support businesses and protect our assets		
Road Markings and Directional Signage (Statutory Scheme)	<p>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.</p>	All wards
Traffic Signal / Variable Message Sign (VMS) Reconfiguration	<p>To protect and enhance the council's road network assets, specifically traffic signals and variable message signs (VMS) with specific works to include:</p>	All wards

(Statutory Scheme)	<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. 	
Miscellaneous: Resident requests, non-aligned to Portsmouth Transport Strategy		
One Way Roads	One Way Roads have been proposed through the feasibility process following issues identified by residents and councillors. Scoping and investigative works have been carried out to better understand the issues and measures required specific to the location. Those deemed as the highest priority will be delivered with this funding.	All wards

Appendix B - Portsmouth LTP4 Implementation Plan Scheme Reprofile 2022 - 2025
Reprofiled scheme list - Years 1 - 3 and Future Years
Table 1: Deliver Cleaner Air

Year 1	Year 2	Year 3	Longer Term	Comments
Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	
Workplace Travel Planning	Workplace travel planning	Workplace travel planning	Workplace travel planning	
Resident parking zones programme	Resident parking zones programme	Resident parking zones programme	Resident parking zones programme	
			Car-free development	To be included in 'Future Years' only. Removed from years 1 -3
Workplace-Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	
On-street residential charge point scheme	On-street residential charge point scheme and Local Electric Vehicle Infrastructure	Local Electric Vehicle Infrastructure	Local Electric Vehicle Infrastructure	This will change to solely Local Electric Vehicle Infrastructure after next year - additional text added to reflect this.
Parking Strategy	Parking Strategy			Development underway, aimed to be completed during year 2 (so added to year 2)
		Explore private non-residential parking restrictions		

Car clubs	Car club	Car club	Car club	Scheme developed during year 1, launched during year 2, will be continuing into year 3 with possible expansion. Extend to years 2 and 3, and Future Years
Shared bike/e-bike project	Shared bike/e-bike project	Shared bike/e-bike project		Launched in Year 1 - add to year 1
Independent Travel Training	Independent Travel Training	Independent Travel Training	Independent Travel Training	Moved to 'Air Quality' from 'Public Transport'
		Park & Ride expansion and transport hub business case		Removed from years 1 and 2. Added to year 3
City Centre Clean Air Zone	City Centre Clean Air Zone	City Centre Clean Air Zone		Began Nov 2021, added to years 2 and 3
	Electric Vehicle Infrastructure (EVI) Strategy and delivery plan	Electric Vehicle Infrastructure (EVI) Strategy and delivery plan		Beginning to be developed, aimed to be completed during year 2/3. Removed from year 1, added to years 2 and 3, minor rename.
Rental e-scooter trial	Rental e-scooter trial	Rental e-scooter trial	Rental e-scooter trial	Trial extended until May 2026. Added to years 2 and 3 and Future Years
Rapid chargepoints for taxis and PHVs	Rapid chargepoints for taxis and PHVs			New addition, to years 1 and 2
			Supporting infrastructure for alternative fuels and ultra low emission vehicles	
			Sustainable modes of travel strategy for schools	
			Council staff travel plan	
			Park and Ride Strategy	
			Liftshare	

Table 2: Prioritise Walking and Cycling

Year 1	Year 2	Year 3	Longer Term	Comments
City-wide early release low level cycle signals	City-wide early release low level cycle signals	Early release low level cycle signals	Early release low level cycle signals	Any future schemes would need to be co-ordinated with cycle lane provision
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	
Play and school streets	Play & School Streets	Play & School Streets	Play & School Streets	
Active travel improvements including Quieter Routes improvements	Active travel improvements including Quieter Routes improvements	Active travel improvements including Quieter Routes improvements	Active travel improvements including quieter routes improvements	
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	
Safer routes improvements	Safer routes improvements	Safer routes improvements	Safer routes improvements	
Rights of Way	Rights of Way	Rights of Way	Rights of Way	
	Accessibility Audit	Accessibility Audit	Accessibility Audit	Removed 'Clutter free streets' from all years, replaced with 'Accessibility Audit' for years 2 and 3 and Future Years
Eastern corridor transport improvements	Eastern corridor transport improvements	Eastern corridor transport improvements		Added 'transport' to description and added to year 3
		Western corridor transport improvements	Western corridor transport improvements	New scheme incorporating previous Wharf Road Tiger Crossing which is undergoing feasibility.
			Walking and Cycling Strategy	Development of this strategy is now due to be undertaken in 2025/26. Removed from year 1 and added to future years

Cycle Hangars	Cycle Hangars	Cycle Hangars		Scheme continuing. Added to years 2 and 3
	Active Pompey Neighbourhoods (APN)	Active Pompey Neighbourhoods (APN)	Active Pompey Neighbourhoods (APN)	Newly added to years 2 and 3. Amended wording for Future Years
			Kings Road roundabout - Cycle segregation	
			Pembroke Rd calming/crossing	
			Salisbury Rd/Magdala Rd junction improvements	
			Portsmouth and Southsea station cycle hub	
			Broad St/Feltham Row crossing	
			LCWIP 2	
			Gunwharf Road puffin crossing	
			High Street/Peacock Lane crossing	
			High Street traffic calming	
			Allaway Ave cycle route	
			Prioritise access to local district and city centres	
			Crossing facilities	

Table 3: Transform Public Transport

Year 1	Year 2	Year 3	Longer Term	Comments
Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs	
Growing Solent Go	Growing Solent Go	Growing Solent Go		Added to year 3
Solent Rail Connectivity	Solent Rail Connectivity	Solent Rail Connectivity	Solent Rail Connectivity	Solent Continuous Modular Strategic Plan' renamed to 'Solent Rail Connectivity' - to be included in years 1-3 and Future Years
	Bus Service Improvement Plan (BSIP) delivery	Bus Service Improvement Plan (BSIP) delivery	Bus Service Improvement Plan (BSIP) delivery	National Bus Strategy' renamed to show this is referring to BSIP, and removed from year 1 and added to Future Years, as up until 2026
Trial of dynamic demand responsive transport (DDRT)	Trial of dynamic demand responsive transport (DDRT)	Trial of dynamic demand responsive transport (DDRT)		
	Public Transport Strategy	Public Transport Strategy		Slipped from year 1 to years 2 and 3
SEHRT	SEHRT	SEHRT Strategy for future phases	SEHRT Strategy for future phases	
Mobility as a Service (MaaS) platform and mobility credits	Mobility as a Service (MaaS) platform and mobility credits	Mobility as a Service (MaaS) platform and mobility credits		
Bus depot	Bus depot	Bus depot		Add to year 1 as early prep work took place during this time
Traveline	Traveline	Traveline	Traveline	
	Dynamic bus priority at signal-controlled junctions	Dynamic bus priority at signal-controlled junctions	Dynamic bus priority at signal-controlled junctions	Change from 'Dynamic bus priority' to read "Dynamic bus priority at signal-controlled junctions"

		Bus connectivity and communications	Bus connectivity and communications	
Southsea Park and Ride summer service (PR3 route)	Southsea Park and Ride summer service (PR3 route)	Southsea Park and Ride summer service (PR3 route)		Service PR3 added to years 1-3
	Park and ride marketing and engagement plan	Park and ride marketing and engagement plan		New addition to years 2 and 3
			Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2	
			Integrated ticketing	
			Horsea link bridge	
			Bus lane review	
			Public transport infrastructure improvements	
			Portsmouth and Southsea station improvements	
			Improved rail journey times to Southampton and London	
			Investigate possibilities for improved rail connections	
			Investigate connectivity to water borne transport	Newly added

Table 4: Support business and protect our assets

Year 1	Year 2	Year 3	Longer Term	Comments
Zebrites	Zebrites	Zebrites		Removed from Future Years
		Smart Cities		
	Micro-consolidation pilot	Micro consolidation pilot		Removed from year 1. Slight re-word and added to year 3
		Adaptive road space	Adaptive road space	
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage		
	Enforcement of moving traffic offences	Enforcement of moving traffic offences	Enforcement of moving traffic offences	Removed from Year 1 as powers are yet to be granted
Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	
Highways maintenance contract and strategy	Highways maintenance contract and strategy	Highways maintenance contract and strategy		
	City centre and road development	City centre and road development	City Centre and road development	Added 'and road', and removed from year 1
PHV in bus lane trial	PHV in bus lane trial			New additions to years 1 and 2
		Lane rental	Lane rental	Lane rental new additions to Year 3 and Future Years.
				New additions to years 2 and 3
	Display of additional car park counts on VMS	Display of additional car park counts on VMS		
	Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles	New additions to years 2 and 3, slight re-word in Future Years
	Replacement/new VMS around the city	Replacement/new VMS around the city	Replacement/new VMS around the city	New additions to years 2 and 3 and Future Years (slightly re-worded)
	New control system for M275 gantry VMS	New control system for M275 gantry VMS	New control system for M275 gantry VMS	New additions to years 2 and 3 and Future Years (slightly re-worded)

	C-ITS and smart cities trials/pilots	C-ITS and smart cities trials/pilots	C-ITS and smart cities trials/pilots	New additions to years 2 and 3, slight re-word in Future Years
	Signal control junction review and upgrades	Signal control junction review and upgrades	Signal control junction review and upgrades	New additions to years 2 and 3, slight re-word in Future Years
			Independent travel training	
			Asset Management Strategy	
	Car park counter pilot (phase 2)	Car park counter pilot (phase 2)		Moved from 'Future Years' to years 2 and 3
			Access to ports feasibility study	
			Road markings and directional signage	
			Drone logistics	
			Collaborative traffic management feasibility	
			Vehicle mitigation measures at the Hard Interchange	
			Traffic count sites	
			Freight Strategy	

Schemes/strategies removed from Implementation Plan					
Year 1	Year 2	Year 3	Future Years	Comments	Strategic Objective
Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan	Removed from all years - this is a statutory requirement which is covered within the Air Quality Annual Status Reports	Deliver Cleaner Air
	Behaviour Change Strategy			Behaviour change is to be picked up within each strategy, so a separate Strategy will not be produced - removed	Deliver Cleaner Air
	Air Quality Strategy	Air Quality Strategy		Removed as being led corporately	Deliver Cleaner Air
			Ultra Zero Emission Strategy	Removed as will be covered within the Electric Vehicle Infrastructure Strategy	Deliver Cleaner Air
Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points		Removed - already covered under Micro-consolidation	Support Business and Protect Our Assets
			Lane permits for road works	Removed, covered under 'Lane Rental'	Support Business and Protect Our Assets