



8 Potential Initiatives and Implementation

8.1 Consideration of Public Transport Corridors

- 8.1.1 The creation of high quality, core public transport services is likely to be an essential element of the wider strategy. If this is to involve a new mode then the most effective way of introducing it needs to be identified and the corridors in which it would operate need to be determined.
- 8.1.2 In the future, new developments are likely to influence travel patterns in the city. Key development areas include Tipner, Port Solent, and the MDA to the north of the city. The demand from these sites have not been quantified at this stage but the options have been designed to serve these areas.
- 8.1.3 A major consideration is the separate requirements for people travelling within the city, particularly those on Portsea Island, and those from further away. People, particularly commuters, travelling from areas such as Havant, Waterlooville and Fareham as well as Paulsgrove, Cosham, Drayton and Farlington, require rapid, limited stop services to key destinations such as the city centre while more local journeys involve different types of services¹⁶. Effective interchange between these two types of service is important to ensure that journey opportunities are maximized.
- 8.1.4 This chapter considers several scenarios for core public transport services including the following:
- Option 1 – radial corridors;
 - Option 2 – Portsea corridor with radial links;
 - Option 3 – Portsea and Cosham circulars; and
 - Option 4 – Portsea and Cosham circulars with spine radial.
- 8.1.5 Each of these is discussed in more detail below. The comparison serves to indicate whether or not a scenario is likely to be worth developing further given the travel patterns indicated earlier and the possible development options.

8.2 Public Transport Nodes

- 8.2.1 In order to develop the public transport options it is necessary to identify the key nodes that should be served by any new scheme. Key nodes, identified in the main policy documents and through analysis of existing demand are as follows:

¹⁶ MVA (1996) *Rapid Transit Route Feasibility Study Portsmouth-Waterlooville-Horndean*.



- **Major travel demand generators at Portsmouth city centre** comprising The Hard, Portsmouth Harbour rail station, and Gunwharf Quays;
- **Copnor/Hilsea** industrial estates;
- **main centres** at Southsea, Fratton, Eastney, Hilsea, Farlington, Cosham, and Paulsgrove;
- **other existing generators** such as Portsmouth University halls of residence in Milton and Queen Alexandra Hospital in Cosham; and
- **new development areas** such as St Mary's Hospital, Tipner, and Port Solent.

8.2.2 The options are designed to link these key public transport nodes, facilitating movement between the main centres and generators of demand, such as industrial estates, hospitals, and rail stations.

8.2.3 The four options are presented below in terms of the overall concept, description of the core components, advantages, and disadvantages. Each option comprises a number of public transport corridors that could form part of a major scheme package. It is assumed that the corridors would be significantly enhanced for guided operation, with segregated sections of guideway, high levels of priority over other traffic, and high quality facilities such as stops and shelters. This would enable fast and frequent services to be operated with increased reliability. At this stage, the exact technology is less important than identifying the main corridors of demand with potential for use as a public transport corridor.



Option 1 – Radial Corridors (Figure 8.1)

Concept:

The concept in this option is to provide for radial movements into the city centre. The public transport corridors run from the northern edge of the city along the main routes on Portsea Island into the city centre, linking the main residential areas with key centres of employment and other activity.

Description:

There are four public transport corridors:

- Paulsgrove – Port Solent – Tipner – City Centre:** this line would serve Paulsgrove, Portchester station, Port Solent, Tipner, and the city centre. It relies on a new link between the Port Solent and Tipner development areas, which would probably run along the M275, but could be a separate public transport-only link;
- Paulsgrove – Cosham – Hilsea – City Centre:** this line follows established bus corridors, linking Paulsgrove, Queen Alexandra Hospital, Cosham (including the rail station), Hilsea, North End and the city centre. This option could link with, or form part of, the A3/A2047 bus corridor;
- Farlington – Copnor – City Centre:** this line could serve a new park-and-ride site at Farlington, running onto Portsea Island serving Copnor industrial estates, St Mary's Hospital, Fratton, and the city centre; and
- Copnor – Milton – Southsea – City Centre:** this service starts at Copnor industrial estates and runs via the College, Portsmouth University halls of residence in Milton, through Eastney and Southsea into the city centre.

Advantages:

The advantages of the radial corridors are that they provide fast and direct access from main residential areas into the key centres on the main travel desire lines. The four lines provide good coverage of Portsea Island, and offer links with the northern edge of the city, with scope for links or through-running into wider strategic links, such as the A3/A2047 bus corridor.

The line running through Port Solent and Tipner provides significant new links from these development areas into the city centre, but also provides linkages north, for example to Portchester station.



Disadvantages: The main disadvantage of this option is that it provides only for north-south movement (with the exception of the southern part of Portsea Island). East-west movement across Portsea Island is not catered for particularly well.

Figure 8.1 Option 1 - Radial Corridors



Option 2 – Portsea Circular with Radial Links (Figure 8.2)

Concept:

The concept in this option is to provide for radial movements into Portsea Island, but with a circular distributor line serving the island itself. The public transport corridors run from the northern edge of the city onto Portsea Island, there linking with key interchange nodes on the circular line.

Description:

There are four public transport corridors:

- **Paulsgrove – Port Solent – Tipner:** this line would serve Paulsgrove, Portchester station, Port Solent, and Tipner, where it would link with the circular line. It relies on a new link between the Port Solent and Tipner development areas, which would probably run along the M275, but could be a separate public transport-only link;
- **Paulsgrove – Cosham – Hilsea:** this line follows established bus corridors, from Paulsgrove via Queen Alexandra Hospital and Cosham (including the rail station) to Hilsea, where it would link with the circular line. This option could link with, or form part of, the A3/A2047 bus corridor;
- **Farlington – Copnor:** this line could link to a new park-and-ride site at Farlington, running onto Portsea Island and linking with the circular line at Hilsea rail station; and
- **Hilsea – Tipner – City Centre – Southsea – Milton – Copnor – Hilsea (circular service):** this service links a number of centres with main interchange nodes with the radial lines at Tipner, Hilsea, and Hilsea station. Services would operate in both directions.

Advantages:

The radial corridors in this option provide fast and direct access from main residential areas on the northern edge of the city into Portsea Island, with scope for links or through-running into wider strategic links, such as the A3/A2047 bus corridor. The line running through Port Solent and Tipner provides significant new links from these development areas into the city centre, but also provides linkages north, for example to Portchester station.

The circular line offers good circulation around the outer edges of the island, with scope for interchange at key nodes



such as Hilsea station and the new development area at Tipner.

Disadvantages: One of the disadvantages of this option is that passengers travelling from outside Portsea Island are forced to interchange from their service to the circular service, thus adding time to their journey. Also, the circular line leaves a large gap in the middle of the island not served by any of the new public transport corridors. Much of the eastern side of Portsea Island and a proportion of the western side is developed only on one side hence the catchment is limited.

Figure 8.2 Option 2 – Portsea Circular with Radial Links



Option 3 – Portsea and Cosham Circulars (Figure 8.3)

Concept:

The concept in this option is to provide for all movements with two circular distributor lines, one serving the northern edge of the city and Portsea Island, the other serving only Portsea Island, with an east-west overlap from Tipner to Copnor.

Description:

There are two public transport corridors:

- **Paulsgrove – Port Solent – Tipner – Hilsea – Copnor – Farlington – Cosham – Paulsgrove (circular service):** this line would link a number of main centres offering interchange with the Portsea Island circular line at Tipner, Hilsea, and Hilsea station. Services would operate in both directions. The line relies on a new link between the Port Solent and Tipner development areas, which would probably run along the M275, but could be a separate public transport-only link; and
- **Hilsea – Tipner – City Centre – Southsea – Milton – Copnor – Hilsea (circular service):** this service links a number of centres with main interchange nodes with the northern circular line at Tipner, Hilsea, and Hilsea station. Services would operate in both directions.

Advantages:

There is scope for interchange links with wider strategic services, such as the A3/A2047 bus corridor. The line running through Port Solent and Tipner provides significant new links from these development areas into the city centre, but also provides linkages north, for example to Portchester station.

The circular lines offer good circulation around the outer edges of the island and northern suburbs, with scope for interchange at key nodes such as Hilsea station and the new development area at Tipner.

Disadvantages:

One of the disadvantages of this option is that passengers travelling from outside Portsea Island are forced to interchange from their service to the circular service, thus adding time to their journey, for example passengers from Port Solent will have to interchange to access the city centre.

Services are more circuitous than they would be with direct radial links. The Portsea Island line leaves a large gap in the middle of the island not served by any of the new public



transport corridors. There is no direct link between Cosham and Hilsea.

Figure 8.3 Option 3 – Portsea and Cosham Circulars



Option 4 – Portsea and Cosham Circulars with Spine Radial (Figure 8.4)

Concept:

The concept in this option is to improve the two circular lines option with a spine radial link. There are two circular distributor lines, one serving the northern edge of the city and Portsea Island, the other serving only Portsea Island, with an east-west overlap from Tipner to Copnor. There is also a north-south radial link from Cosham to the city centre.

Description:

There are three public transport corridors:

- Cosham – Hilsea – City Centre:** this line provides a spine radial route on established bus corridors, from Cosham (including the rail station), Hilsea, and North End into the city centre. This option could link with, or form part of, the A3/A2047 bus corridor, or could run into the Queen Alexandra Hospital. It is shown running along London Road to the city centre, but could alternatively run along Copnor Road if preferred, for example to serve St Mary's Hospital;
- Paulsgrove – Port Solent – Tipner – Hilsea – Copnor – Farlington – Cosham - Paulsgrove (circular service):** this line would link a number of main centres offering interchange with the Portsea Island circular line at Tipner, Hilsea, and Hilsea station. It would also interchange with the radial line at Cosham and Hilsea. Services would operate in both directions. The line relies on a new link between the Port Solent and Tipner development areas, which would probably run along the M275, but could be a separate public transport-only link; and
- Hilsea – Tipner – City Centre – Southsea – Milton – Copnor – Hilsea (circular service):** this service links a number of centres with main interchange nodes with the northern circular line at Tipner, Hilsea, and Hilsea station. Interchange with the radial service could be offered at the city centre and Hilsea. Services would operate in both directions.

Advantages:

On the radial corridor there is scope for links or through-running into wider strategic links, such as the A3/A2047 bus corridor. The advantages of the radial corridor is that it provides fast and direct access from the main residential



areas on the northern edge of the city into the heart of Portsea Island and the city centre.

The circular line running through Port Solent and Tipner provides significant new links from these development areas into the city centre, but also provides linkages north, for example to Portchester station.

The circular lines offer good circulation around the outer edges of the island and northern suburbs, with scope for interchange at key nodes such as Hilsea station and the new development area at Tipner.

Disadvantages: The main disadvantage of this option is that passengers travelling from outside Portsea Island who are not on the spine route are forced to interchange from their service to a circular service, thus adding time to their journey.

8.2.4 While there are advantages and disadvantages of each of the options described, the greatest potential benefits are likely to be derived from Option 1 – Radial Corridors and Option 4 – Portsea and Cosham circulars with spine radial in that they offer the greatest levels of accessibility.

8.2.5 These scenarios include park and ride at Port Solent/Tipner and Farlington , and amplify the role of rapid transit into the city centre from areas on the mainland and beyond the city boundary as well as a range of measures to support more local journeys within the southern part of Portsea Island. The core routes would serve high quality interchanges to allow transfer to other areas and as seamless a journey as possible. These interchanges should be located at transport hubs and development sites to maximize journey opportunities and choice.



Figure 8.4 Option 4 – Portsea and Cosham Circulars with Spine Radial



8.3 Implementation Issues

- 8.3.1 Transport initiatives and schemes tend to have **extensive lead times** between an initial proposal and implementation. For major scheme such as light rail, this can be as long as 15 years while for minor schemes such as walking facilities, schemes can be programmed within a few months or even weeks. Initiatives such as personalized journey planning and travel plans may take some months to set up and will need monitoring at least annually.
- 8.3.2 A possible implementation **programme** is provided in five year segments to reflect LTP cycles. Inevitably, detail will not be available for the longer term but an indicative programme is provided to give direction. An indication is provided of the possible impacts and contribution to the strategy targets.
- 8.3.3 Many of the pre-conditions are already in place eg Quality Partnership arrangements, bus priority measures, decriminalized parking enforcement, strong development locations, integrated management, etc and these should form the basis of future plans.

8.4 Funding

- 8.4.1 Funding is a clear determinant of whether or not schemes are progressed to implementation stage, as evidenced by the Government's decision on SHRT1. Adoption of a rounded strategy will support bids for funding in that the contribution of each element to the wider strategy will be evident. It is clear that for major enhancements to the transport networks to be achieved, considerable funding will be required, well in excess of Government funding allocation in recent years.
- 8.4.2 A consideration is the use of capital and revenue funding. Local authorities are encouraged to transfer funding to provide the most efficient use of the sources available but revenue funding requires longer term commitment. This is particularly the case for public transport revenue support, concessionary fares and home-to-school transport. Government will require authorities to consider local revenue opportunities to demonstrate that schemes can be part-funded locally and that there is commitment to do so within a wider strategy.
- 8.4.3 Road user charging is unlikely to be acceptable politically. However, the application of Workplace Parking Levy should be actively considered following Nottingham's example where a small charge is proposed with the revenue generated being used for a light rail extension. A Solent-wide scheme could contribute towards the costs of a rapid transit system and revenue support after construction (hypothecation).

