

Transforming Cities Fund *Call for Proposals*



Department
for Transport

Application Form

Applicant Information

Bidding City Region:

Portsmouth and South East Hampshire

Bid Manager Name and position:

Tristan Samuels, Director of Regeneration, Portsmouth City Council

Keith Willcox, Assistant Director Transport, Hampshire County Council

Name and position of officer with day to day responsibility for delivering the proposed interventions:

Felicity Tidbury, Transport Planning Manager, Portsmouth City Council

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Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities:

- Portsmouth City Council (lead bidder)
- Hampshire County Council (joint bidder)
- Fareham Borough Council
- Gosport Borough Council
- Havant Borough Council
- East Hampshire District Council
- Isle of Wight Council (IOW)

The Local Transport Authorities and the local public transport operators of First and Stagecoach have formed the South East Hants Rapid Transit (SEHRT) Board - an established governance body which is currently working to develop a rapid transit network within Portsmouth and South East Hampshire in alignment with Solent LEP's wider Metro proposals.

The proposals underpinning this bid are at an advanced stage, having benefited from development work undertaken (see confidential appendix C), at risk by the constituent Board Members, over a number of years (outlined in more detail in the letters of support, appendix B) to advance our shared ambition to deliver the South East Hampshire Rapid Transit network.

A2. Geographical area:

As a national and international maritime gateway on the south coast of England, Portsmouth is the economic centre of a city region (appendix A, map 1) attracting inflows of labour from Havant, Fareham, and Gosport, covering an area of 163km², and a workday population of 480,000.

The urban form and transport network of the city region is shaped by its island and peninsula geography, separating feeder communities. These communities must access the city centre via a transport network that is constrained by the extents of the land, which is reaching and exceeding capacity, negatively impacting on productivity and economic growth.

A3. Population

Workday populations of Local Authorities within the Portsmouth City Region:

Portsmouth workday population	217,960
Sub region	262,901
Total	480,861

Source: 2011 Census workday population data. More detail available on request.

A4. Discussion of key transport challenges:

Effective transport links are critical for economic growth in Portsmouth city region.

Portsmouth's economy comprises 4 key sectors: advanced manufacturing; defence/ aerospace; marine/maritime; and creative/digital. 15% of GVA comes from manufacturing. Tourism is also important.

Notable economic contributors include:

- Around 12,000 jobs at HM Naval Base
- Around 2,800 jobs at IBM's UK headquarters
- Gunwharf Quays attracts over 8m annual visitors
- Portsmouth International Port handles over 10m passengers/250,000 freight vehicles annually to international and domestic destinations

Although Portsmouth's GVA is growing faster than average (3.3% in 2016), GVA is 10% below the SE average. Portsmouth, Gosport and IOW are Assisted Areas, illustrating need for additional investment to unlock the city region's full economic potential.

Portsmouth's economy is supported by in-commuting from Fareham (17% of residents), Gosport (18%) and Havant (24%). Net commuting inflow is 41,500 people per day into Portsmouth.

Congestion

The Strategic Road Network and unique geography has shaped recent urban development of the city region, creating complex, polycentric, car-dependent travel patterns (appendix A, map 2) and numerous short "junction hopping" trips - causing congestion at numerous pinch points.

Portsmouth's constrained island geography funnels traffic onto just three corridors. The M275 (the key link between the island and mainland) carries 46% of AM inbound peak traffic.

Average vehicle speeds are 32% slower than the national average, with morning peak vehicle speeds even lower¹.

Congestion causes significant economic losses and negatively impacts public transport.

Air Quality

Transport emissions are a key cause of 7 AQMAs, (appendix A, map 2) with poor air quality contributing to an estimated 95 early deaths annually in Portsmouth alone. Portsmouth and Fareham are subject to Ministerial Directives to undertake feasibility studies addressing exceedances.

Public Transport Connectivity

Portsmouth city region's public transport mode share is 8.7% (2011²).

Geographical barriers mean many public transport journeys involve convoluted, slow routes, multiple interchanges and sometimes high costs. The 3.8 mile linear distance between Rowner (Gosport) and Portsmouth city centre is an 11 mile (up to 45 minute) drive or one hour by public transport, requiring multiple interchanges.

¹ Page 15 of Solent LEP Strategic Transport Investment Plan <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

² Census 2011 Method of Travel to Work data for city region

Unreliable journey times caused by congestion, limited frequency/timetable coordination and inadequate interchanges generate poor user experiences and an unattractive "offer" - dis-incentivising public transport journeys to employment and training.

Benchmarking against comparable areas indicates infrastructure deficits across all modes, with low public transport mode share and no "mass transit" system. There are significantly fewer bus journeys per person and lower rail speeds³.

Active Travel Deficiencies

Fragmented Active Travel networks create barriers to walking/ cycling, making them unattractive for many journeys in the region.

Housing and Employment Growth

Significant housing/ employment growth is required over the next 20 years across the region. Without significant investment in transport infrastructure, delivering this growth sustainably will be a key challenge.

Please limit responses in section A4 to 500 words.

³ Page 28 & 29 of Solent LEP Strategic Transport Investment Plan <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

Four corridors (appendix A, map 3) are prioritised for investment:

- A: Fareham - Portsmouth
- B: Waterlooville-Portsmouth
- C: Havant-Portsmouth
- D: Fareham - Gosport

SEHRT will deliver transformational infrastructure enhancements along these corridors, improving intra-city connectivity for 330,000 people currently living within 1 kilometre, addressing the transport constraints preventing sustainable economic development.

An additional 41,000 additional residents are expected to live along SEHRT corridors by 2034; and employment development is expected to deliver over 28,000 new jobs. Strategic modelling of SEHRT on these corridors (as part of a range of wider strategic interventions) forecasts an additional 2,219 AM peak/ 6,286 Inter-Peak/ 2,190 PM peak public transport trips by 2036 compared to a "do minimum" scenario. This is an up to 12.4% increase in peak/ 14% increase in off peak public transport trips.

This modelling forecasts a net 1,000-2,000 additional trips per time period across all modes, indicating that SEHRT enables more intensive trip generation and economic activity as well as achieving modal shift.

SEHRT will transform public transport connectivity to 14 strategic development sites (appendix A, map 3) which will deliver 17,750 new homes and 306,000 sqm of employment floor space - comprising 42% of new dwellings and over 72% of new employment floor space in the Portsmouth city region to 2034.

The adopted Portsmouth Local Plan focuses development around existing centres and public transport hubs, identifying that with delivery of the SEHRT network, 1,300 additional new homes can be delivered by 2027. Infrastructure which enables mode shift to public transport and active travel and away from driving will increase the city's ability to accommodate sustainable development.

The adopted Local Plans of Fareham, Gosport and Havant also recognise that without significant investment in SEHRT across the Portsmouth city region, their significant targets for housing, employment, and economic growth will not be delivered sustainably. All local authorities involved are drafting new Local Plans which will further strengthen planning policies which support & prioritise SEHRT to tackle issues including air quality, congestion, and economic competitiveness which limit sustainability and impact delivery of required development.

Some of the worst air quality issues occur on the proposed SEHRT corridors. Investment in SEHRT will deliver significant improvements to air quality through better traffic flow, mode shift and ultra-low emission buses.

Public transport is a key mode of travel in the most disadvantaged areas within the city region. There are significant labour market efficiencies for existing populations and employers from improving access to employment and education, especially in areas of high levels of deprivation. Within Portsmouth, deprivation is higher than the English average. In wards such as Charles Dickens (close to the city centre) levels of poverty are twice the national average⁴ and about 23.5% (8,500) children live in poverty. There is strong local recognition that good connectivity strengthens communities through improving access to opportunities for the whole population. Our proposals would contribute greatly to creation of cohesive, well balanced communities in existing and newly-developed areas.

⁴ Joint Strategic Needs Assessment (JSNA) Annual Summary 2016

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

This bid encompasses our vision for a ***transformational mass transit network*** to connect Portsmouth with its wider city region, creating sustainable communities, spreading prosperity, and improving GVA productivity.

The SEHRT Board brings together the highway authorities, planning authorities and bus operators who have committed resources at their own risk over several years to advance our shared ambition for the delivery of a rapid transit network.

Phases successfully delivered include:

- Eclipse Busway BRT – achieving:
 - 20% modal shift from car to bus
 - 94% user satisfaction levels
 - 2% reduction in traffic on the parallel, highly congested A32
 - A BCR as high as 6.94⁵
- Star Quality Bus Corridor;
- Portsmouth Park and Ride;
- Portsmouth Hard Interchange; and
- Solent Go multimodal smart card ticketing (the first of its kind outside of the PTEs).

This funding is essential in order to construct the next phases of SEHRT, connecting with existing phases, creating a coherent network which will replicate and magnify our successes to date. This will unlock the city's productivity and economic growth potential.

Existing funds alone cannot deliver the scale of transformation contained within our shared vision for the city region.

Stakeholders across the city region (including MPs, LEP, major employers) recognise the importance of this transformational mass transit network:

⁵ <http://documents.hants.gov.uk/transport-fundingbids/july-2017/App7KPMGBRTEvaluationGosportFareham.pdf>

- 28 letters of support (appendix B)
- Solent LEP identifies the network as vital for economic growth, in support of their Strategic Economic Plan
- Local Planning Authorities identify the network as critical to delivering housing targets sustainably, and support delivery of the SEHRT network. Major developments supporting extension of the SEHRT network include:
 - Star Quality Bus Corridor prior to delivery of 3,000 homes at west of Waterlooville MDA
 - Welborne Garden Village will deliver an extension of the existing Eclipse BRT route to this 6,000 home development.

This funding would address the identified challenges, through the delivery of:

- a co-ordinated programme of bus priority supported by improvements to interchanges, information and ticketing; taking advantage of the latest technology, innovations and the new approaches offered through the Bus Services Act 2017
- complementary active travel corridors to widen the catchment of the mass transit corridors including measures to support the local the air quality strategies.

The Eclipse corridor already uses innovative, legally binding partnership arrangements between the bus operator and the Highway Authority to guarantee excellent service provision and generating funding for continuous improvement through a profit share agreement.

Recognising that the isolated delivery of public transport capital infrastructure cannot deliver wider benefits from improved connectivity alone, we are exploring a range of other measures to prevent the system being undermined by congestion. Portsmouth, as a DfT test bed city for CITS, is currently exploring improvements in bus priority through enhanced signal technology.

Our programme for SEHRT is scalable and deliverable in the short term. Feasibility work already completed enables funding to be targeted where its impact would be greatest (appendix D), delivering a highly visible step-change in the speed, reliability and attractiveness of public transport across the city region.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

Portsmouth City Council:

<https://www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund>

Hampshire County Council:

<https://www.hants.gov.uk/transport/strategies/fundingbids>

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk