

Portsmouth Transport Implementation Plan 2026/27 – 2029/30

Improving journeys for a greener,
healthier and better connected future





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Foreword

I am pleased to endorse this third Local Transport Plan 4 (LTP4) Implementation Plan, covering the financial years 2026/27 to 2029/30. It sets out the Council's plans to continue improving the transport network over the next four years.

The previous Implementation Plan was published in 2025 and was intended to run until 2027/28. However, this updated plan has been brought forward following the Government's announcement of a new local transport funding system for Local Transport Authorities.

In December 2025, the Government confirmed a new, more streamlined approach to funding, with the Council receiving a four-year transport settlement. This funding is split into two areas: a Bus Service Fund and an Integrated Transport Fund.

This longer-term funding gives the Council greater confidence to plan ahead, and this is reflected in the four-year programme set out in this plan.

Looking ahead, the introduction of a devolved Hampshire and the Solent Mayor in 2028 is expected to further strengthen the Council's ability to deliver for Portsmouth and unlock new opportunities and investment.

The new approach to funding will support the Council to continue its focus on achieving the long-term vision of a better-for everyone, people-centric transport network in line with the strategic objectives set out in the Portsmouth Transport Strategy (LTP4).

Considerable progress has been made through schemes and initiatives delivered through the first two LTP4 Implementation Plans which covered the period of 2022/23 to 2025/26. These include significant improvements to the bus network and services through the Bus Service Improvement Plan, the introduction and expansion of shared travel options such as the Portsmouth Car Club, and Voi rental e-scooter trial and rental e-bikes,

and ongoing expansion of the city's On-Street Residential Electric Vehicle Charge Point scheme to meet the needs of the growing numbers of electric vehicle users in the city.

There have also been many other less visible but still significant improvements to the city's transport infrastructure. This includes improved walking and cycling routes with better pedestrian crossing facilities that see all zebra crossings now lit with Zebrites and more on street storage for bikes. There have also been important improvements to the road network achieved through innovative and often cutting-edge 'smart city' digital upgrades like upgraded traffic signals that improve capacity at key junctions and selectively give priority to buses.

Whilst there has been a strong start to delivering LTP4, there is still much work to be done to achieve the strategic objectives of Deliver Cleaner Air, Improve Walking and Cycling, Transform Public Transport, and Support Business and Protect our Assets. This Implementation Plan sets out a clear plan of how the Council will achieve this, detailing schemes that are proposed over the next four year period.

This new Implementation Plan will continue to strengthen travel and transport options for residents, visitors and people who work in the city and move the Council towards its people-centric vision. I look forward to supporting this next phase of transport delivery which will help create an inclusive, active and sustainable network for all.

Councillor Peter Candlish
Cabinet Member for Transport





Credit: Solent Sky Services

Executive summary

This Implementation Plan sets out the actions the Council plans to undertake over the next four years as it continues working to achieve its ambitious vision set out in the Portsmouth Transport Strategy 2021 – 2038.

In February 2025, the Government confirmed plans to create a new Hampshire and the Solent Combined County Authority (HSCCA). This will take on new devolved powers from summer 2026, with transport as one of its main responsibilities, including developing and delivering integrated transport strategies that improve connectivity.

Alongside this, in March 2025, the Government announced its decision on Local Government Reorganisation, which will see Portsmouth City Council become part of a larger unitary authority also covering the areas of Gosport, Fareham and Havant, and will include the areas of Newlands, Horndean, Clanfield and Rowlands Castle. This new authority will begin on 1 April 2028.

Despite these considerable changes, the Council will continue to deliver transport services and schemes, supporting residents and wider communities, businesses and visitors to the city. This Implementation plan therefore sets out schemes and projects we plan to deliver over the next four years, as the transitions set out take place. Through the new consolidated funding approach set out by Government over the next four year period, the Council can now plan for the short/medium term.

Together, the Portsmouth Transport Strategy (2021 – 2038) and this supporting Implementation Plan form the fourth Local Transport Plan (LTP4) for Portsmouth. This is delivered as part of the council's statutory duty as the local transport authority, as outlined in the Local Transport Act (2008). The Implementation Plan sets out the Council's priorities for schemes to be delivered over a four year period. The

first two LTP4 Implementation Plans covered the period of 2022/23 to 2025/26. This Implementation Plan covers the next four year programme, covering 2026/27 to 2029/2030.

The Implementation Plan will continue to support the aims and policies set out in the Portsmouth Transport Strategy. It focuses on taking action now to create a future where more people choose alternatives to the private car for everyday journeys around the city.

A modern Portsmouth needs a transport network that is accessible, safe and affordable, which allows more people to make sustainable travel choices.

The schemes in this Implementation Plan will support economic growth, reduce transport's damaging impact on air quality alongside continuing to adopt new technologies and approaches to improve travel and transport. This will create a Portsmouth which is better connected with the wider region, whilst helping people to make safer, greener and cleaner journeys.

Development of the Implementation Plan

As set out in the 2025/26 LTP Implementation Plan, a three-year funding allocation of £4.15 million was confirmed in the Council's 2025/26 budget for the LTP Capital Programme (an important component of our overall transport delivery funding), enabling a three-year programme of small to medium sized local transport schemes across the years 2025/26 to 2027/28. Also, a further £13 million of funding had been secured from central Government mostly for projects to be delivered in 2025/26, such as continuation of the successful Bus Service Improvement Plan programme, and

delivery of traffic signal improvements through the Green Light Fund.

Most of the schemes set out in the previous Implementation Plan are now either underway or complete. That plan also identified the priority projects the Council aimed to deliver from 2026/27 onwards.

Since then, there have been significant changes to future funding, resourcing and governance for local transport. As a result, this new LTP Implementation Plan has been produced to update and carry forward the existing programme, supported by newly confirmed central Government funding through to 2029/30.

In 2025, as part of its devolution agenda, the Government confirmed that it will be progressing with the creation of a new Hampshire and the Solent Combined County Authority (HSCCA). This new Strategic Authority will incorporate Hampshire County Council, Isle of Wight Council, Portsmouth City Council, and Southampton City Council. Elections for a new Hampshire and Solent Mayor are due to take place in 2028. Until May 2028, Local Transport Authority (LTA) responsibilities will be exercised concurrently by the existing four LTAs and the new HSCCA; after May 2028 LTA powers and duties will transfer exclusively to the new HSCCA.

Portsmouth City Council is due to receive a total of £46,524,266 over the four-year consolidated funding period from 2026/27 to 2029/30, (£37,618,190 capital; £8,906,076 revenue). This funding will be split across two funding pots of:

- Integrated Transport Funding – £39,188,270
- Bus Service Fund – £7,335,996

Additionally, in May 2026 Government informed the Council that it would provide £281,670 of further capability (revenue) funding to support the

Local Electric Vehicle Infrastructure Programme over the next three years.

The new consolidated funding is expected to make up the majority of the transport funding available to the Council for the next four years, and has enabled us to now resource a number of projects identified as priorities but not funded in the previous Implementation Plan.

Additionally, some of the funding received for 2025/26 has been rolled over to 2026/27, allowing additional resource for projects in the first year of this Implementation Plan.

The new consolidated funding is a very positive development, enabling the Council to set out a stronger plan over a longer period, to fully achieve the objectives set out in the Portsmouth Transport Strategy. The additional resource means that we expect to deliver more schemes than previously forecast, and the longer timescale of funding will support forward planning of improvements on our network. However, further resource still needs to be secured, particularly for large, longer term transformational improvements such as the proposed City Centre Road scheme, which the Council is actively promoting.

Progress on delivery of the schemes set out in this Implementation Plan will be monitored and evaluated on an annual basis through the LTP4 Annual Monitoring Report.

Scheme prioritisation list

Scheme long list

Original long list of schemes identified at start of LTP4 which align to the Transport Strategy strategic objectives



Prioritisation

Based on alignment to the strategic objectives, costs, timescales and stakeholder support



2022/23 – 2025/26 Priority schemes

Included strategies and policies covering the first four years of the Implementation Plan.

Scheme delivery

✔ >100 prioritised schemes delivered between 2022/23 and 25/26

Included schemes that require longer-term planning to ensure delivery by 2038.



Re-run Prioritisation

Based on alignment to strategic objectives, costs, timescales and stakeholder support; forecast budgets/funding

Taking into account changes since 2025/26 (principally the availability of four year consolidated funding enabling planning of longer term programme).



2026/27 – 2029/30 Priority Schemes

Resourcing of strategies and policies covering the next four-year period of the Implementation Plan.

Includes schemes that require longer-term planning/development to ensure delivery by 2038.



Longer-term schemes to 2038

Lower priority schemes and/or schemes with longer planning and delivery timescales and/or which are not yet possible to fully resource and deliver.

Introduction

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.

Portsmouth Transport Strategy 2038 vision.

The Portsmouth Transport Strategy 2021 – 2038 sets out the Council's vision of a greener, safer and healthier future for everyone who travels into and around the city. The Council's policies and objectives will support economic growth, reduce the damaging impact on air quality caused by transport, explore the use of technologies for transport and better connect Portsmouth with the wider region, whilst helping people to make

safer, greener, and cleaner journeys. It sets out ambitious policies that will deliver positive changes in how we live our daily lives. This Implementation Plan supports the delivery of the strategy and enables the Council to think ahead, capitalise on opportunities and shape our city for generations to come.

Looking ahead to the Transport Strategy 2021 – 2038 (LTP4)

The Transport Strategy 2021 – 2038 vision is underpinned by four strategic objectives.



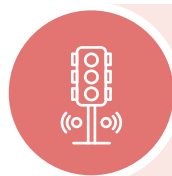
Deliver cleaner air



Prioritise walking and cycling



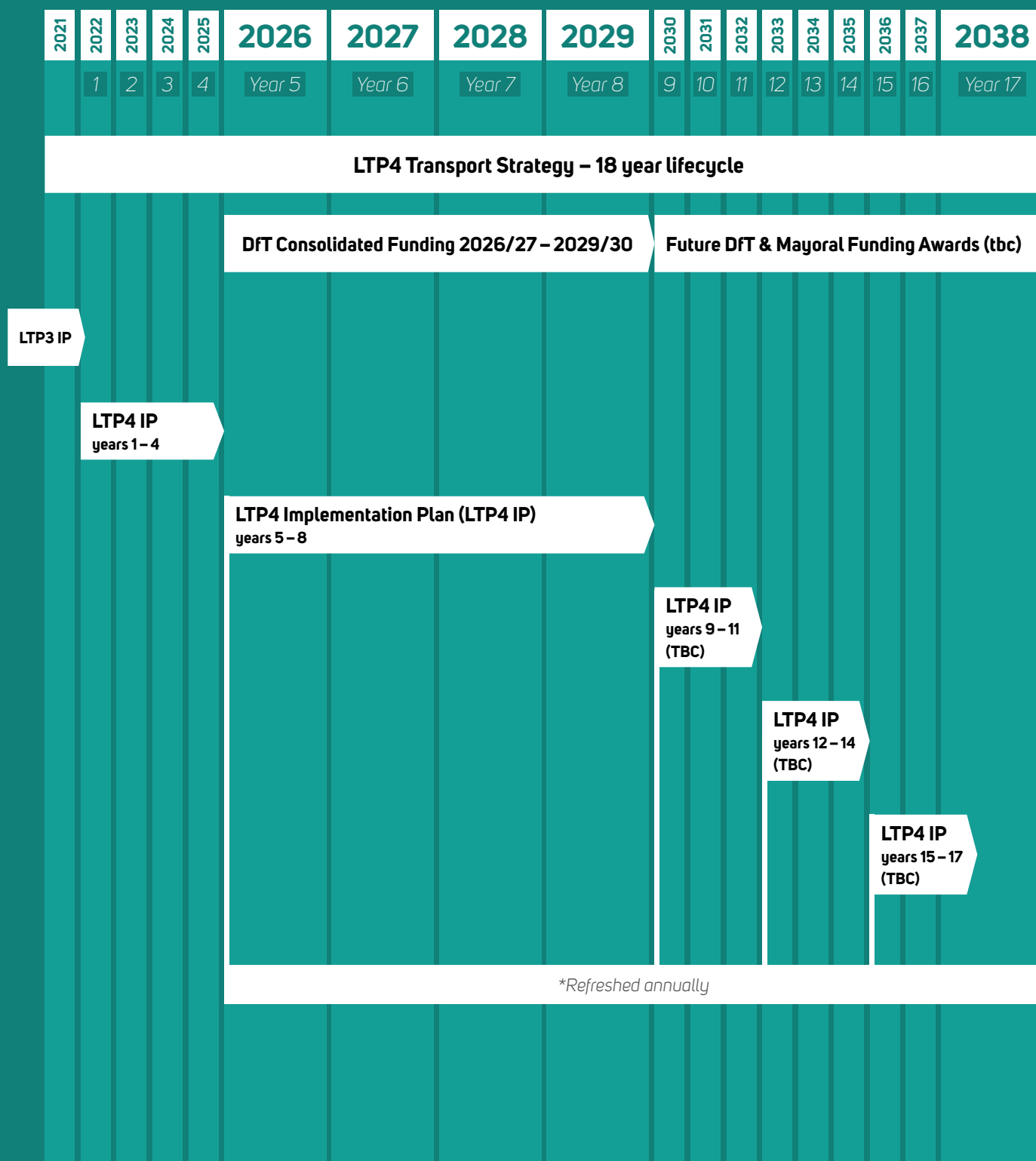
Transform public transport



Support business and protect our assets

In order to achieve these strategic objectives, the Transport Strategy sets out 18 policies [see page 75](#), each aligned to a specific objective. This Implementation Plan identifies specific schemes for these policies and outlines how they will be monitored and evaluated.

Portsmouth Transport Strategy and Implementation Plan relationship



Timescales

This Implementation Plan covers the period 2026/27 to 2029/30, as well as an indicative plan up to 2038.

The Implementation Plan will be reviewed on an annual basis, outlining schemes and opportunities, which will be fed into the prioritisation process.

What this implementation plan tells us	Where to find the information
How schemes are prioritised for inclusion in the Implementation Plan	32
The schemes that will be delivered in Years 5, 6, 7 or 8	34
The process to maximise engagement to successfully implement priority schemes	63
The approach to assessing scheme performance against the Transport Strategy objectives and policies	67

Funding

Achieving our vision and strategic objectives for transport and connectivity in Portsmouth will require significant ongoing effort and resource to deliver.

The current and potential funding sources available to Portsmouth City Council to deliver the improvements and changes needed to achieve the Portsmouth Transport Strategy's objectives over the four-year period covered by this Implementation Plan are outlined in this section. These represent the known funding sources at the time of writing, however, as the lifecycle of the Transport Strategy progresses the funding opportunities available will change.

Funding already secured- External funding sources

In recent years Portsmouth City Council has been successful in securing significant transport investment from external sources, principally central Government. This section summarises the various external funds which provide resource for delivery of the programme set out in this Implementation Plan.

Consolidated Local Transport Funding – 2026/27 to 2029/30

The Department for Transport contacted LTAs, including Portsmouth City Council, in December 2025 with details of a new consolidated local transport funding regime. This consists of a four-year funding settlement from 2026/27 to 2029/30 covering the next central Government spending review period and avoiding the use of funding competitions, and providing greater flexibility in how funds are used.

In previous years, most transport funding received by LTAs from the Department for Transport was split across many separate funding streams, each with different purposes and locked to specific modes of transport, timescales for spending, rules and other features. Some funding was awarded competitively or from year-to-year, reducing certainty and hindering ability to develop medium term plans such as this Implementation Plan. Nine different funding streams have been merged into one through the new consolidated funding approach. This is expected to significantly benefit delivery of a programme which helps us achieve the Portsmouth Transport Strategy objectives.

The new consolidated funding regime is closely aligned with the new Integrated National Transport Strategy ("Better Connected") published April 2026.¹ The Department for Transport expects that consolidated transport funding is spent on projects which will support achievement of 16 outcomes set out in a new Local Transport Outcomes Framework which reflects the objectives of "Better Connected". One of the conditions of the consolidated funding is that the Council publish and update annually a Local Transport Delivery Plan (LTDP), summarising usage of the consolidated funding in a standard template and explaining how it supports the Local Transport Outcomes Framework. This LTP Implementation Plan fully aligns with and adds further detail to the Council's final 2026 LTDP.

The new consolidated funding regime is also closely aligned with the devolution process. Hampshire and the Solent is part of the Devolution priority programme (DPP) and will see the creation of a new Combined County Authority with the election of a Mayor in 2028. Portsmouth City Council and the other Authorities will continue to have concurrent LTA powers until May 2028, after which LTA responsibility will be transferred from

¹ <https://www.gov.uk/government/publications/better-connected-a-strategy-for-integrated-transport>

the Council to the HSCCA. This means that consolidated funding, which is paid to the Council because it is currently an LTA – will be paid to the HSCCA from 2027/28.

The consolidated funding will be received in two pots; a revenue Bus Service Fund (which can only be spent on bus related revenue projects), and an Integrated Transport Fund (which can be spent on all other local transport capital and revenue projects, including public transport).

Portsmouth City Council is due to receive a total of £46.52 million over the four-year consolidated

funding period from 2026/27 to 2029/30, broken down as:

- Capital Department Expenditure Limit (CDEL) – capital funding: £37.618 million (2026/27 – 2029/30)
- Resource Department Expenditure Limit (RDEL) – revenue funding: £8.906 million (2026/27 – 2028/29)

This funding will be split across two funding pots of:

- Integrated Transport Fund (revenue and capital) – £39.188 million
- Bus Service Fund (revenue only) – £7.336 million

The yearly allocations of these funding pots are shown below:

Fund element	Revenue or capital	2026/27	2027/28	2028/29	2029/30	Total
Bus grant	Revenue	£2.445m	£2.445m	£2.445m ^a	^{a b}	£7.336m
Integrated Transport Fund	Capital	£7.442m	£8.668m	£9.972m ^a	£11.534m ^a	£37.618m
Integrated Transport Fund	Revenue	£0.522m	£0.522m	£0.522m ^a	^{a b}	£1.570m

Notes:

a. Following election of a Hants & Solent Mayor in May 2028, these sums will be combined into a single Mayoral Transport Fund

b. funding will be determined at Future Spending reviews

Figures in the table differ slightly from the text above due to rounding

In May 2026, DfT informed Portsmouth City Council that the amount of Local Electric Vehicle Infrastructure (LEVI) capability revenue funding it would provide between 2026/27 and 2028/29 as part of the consolidated funding would be increased by £281,670.

DfT are providing the new consolidated funding to the Council with a number of conditions, including relating to how the it develops transport schemes and engages with users of those schemes, the design standards that new capital schemes are built to, and around reporting of

progress and outputs from programmes the funding enables.

All of the Council's highways maintenance grant from DfT is included within the consolidated funding. A portion of this funding will be designated as incentive funding and receipt of it will be subject to the Council demonstrating compliance with best practice in highways maintenance (including preventative maintenance) and publishing transparency reports on performance.

Another specific condition, relating to the bus grant funding, is continued participation by the

Council in Transport Focus' annual "your bus journey" survey.

And for active travel, the amount of funding the Council will receive depends on the council's Local Authority Active Travel Capability Rating. The next assessment of this by Active Travel England will take place in 2027/28. If the Council is successful in achieving a higher rating, this is expected to translate into a significant uplift in the amount active travel capital funding the it receives in the following years.

Legacy Bus Service Improvement Plan (BSIP) funding

In April 2022 Portsmouth City Council was awarded £48.3 million of government funding for a three-year programme to transform bus travel for Portsmouth residents between 2023 and March 2026. In November 2024 the DfT confirmed £4.7 million of additional bus grant funding for the 2025/2026 financial year.

The BSIP programme has delivered many projects enhancing bus travel across Portsmouth, including ticketing initiatives, improved information and promotion, free fare weekends, a range of enhanced and additional bus services and more. Most enhanced bus services supported by BSIP funding will operate until at least December 2026 (at bus operator's risk) and it is hoped many of these enhancements will continue beyond 2026 on a commercial basis.

Capital improvements including improvements to bus stops and shelters (including accessibility enhancements, creation of "super stops" at 23 key locations, and additional Real Time Information (RTI) screens) have been largely completed. A series of major highway bus priority schemes at key delay locations (jointly identified with bus

operators) are also being progressed, but these have been delayed due to the Southern Water emergency sewer works on the Eastern Road during winter 2025/26, and competition for road space from other utilities roadworks. There are limits on the number of roadworks which can be progressed at once, so it has been necessary to delay the BSIP highway programme by approximately 9 months to de-conflict them with other works.

DfT have approved a project adjustment request, carrying forward £2.54m of revenue funding and £21.28m of capital funding into the 2026/27 financial year, principally to enable completion of the BSIP highway programme. This will allow completion of all remaining bus priority schemes as well as the programme of bus shelter replacement, the final three Superstops, and enhancements at The Hard interchange. It will also enable continuation of many of the revenue-funded initiatives for a further year.

If any underspends remain after completion of the capital programme, these will be allocated to an ongoing project to support expansion of the zero emission bus fleet in the city.

Office for Zero Emission Vehicles (OZEV) grants and LEVI funding

To support central Government's policies on growing the adoption of electric vehicles, and the local plans and objectives set out in Portsmouth City Council's Electric Vehicle Infrastructure Strategy,² since 2019 multiple rounds of On Street Residential Chargepoint Scheme funding have been provided by the Office for Zero Emission Vehicles (OZEV) supporting installing on-street charge points for plug-in electric vehicles. Together with private sector investment

² <https://portsmouth.moderngov.co.uk/documents/s52869/Appendix A - EV Strategy resaved.pdf>

this has grown the city's current on street EV charging network to 322 locations as of April 2026.

The next stage in development of Portsmouth's on street EV charging network is being resourced through Local Electric Vehicle Infrastructure (LEVI) capital funding, also provided by OZEV. The Council was awarded £3.682 million of capital funding to support delivery of EV chargepoints into the longer term, working towards the targets set in the Portsmouth Electric Vehicle Infrastructure Strategy which aim to support mass adoption of EVs in areas where residents are reliant upon on-street parking. The LEVI funding, in conjunction with expected significant private sector investment, will be the primary source of funding supporting continued delivery of EVI across the city through years 5, 6, 7, 8 and 9 of the LTP Implementation Plan. As part of this funding award, the Council was also due to receive £563,340 of capability funding from LEVI to increase staff resource and EVI technical capability to deliver the EVI programme. In May 2026, the Government informed the Council that the amount of capability funding being provided over the three years to 2028/29 would be increased, to £845,010. This will be provided as part of the overall consolidated local transport funding award.

A business case for use of this £3.7m of the LEVI capital funding for continuation of the on-street public chargepoint programme has been approved by OZEV, and currently (summer 2026) the Council are procuring a commercial partner for delivery of a further 1,420 or more on-street charging sockets over a five year period, starting late 2026/early 2027. These chargepoints would be operated under a 15 or 20 year concession by the selected partner.

The Council is currently investigating the scope and suitability of cross-pavement charging solutions in Portsmouth. A portion of the LEVI funding has been allocated to support a potential trial or pilot scheme. As of summer 2026, the Council is investigating the scope of a trial, which will be reported to the Cabinet Member for Transport for a decision. Additionally in autumn 2025, the Council was allocated a further £280,000 from the Electric Vehicle Pavement Channel Grant, to support capital costs of installing cross-pavement solutions. There are no specific deadlines for use of this funding, if the Council does decide to undertake a trial.

Active Travel Fund, Active Travel Capability Fund, and Consolidated Active Travel Fund

The Active Travel Fund (ATF) was a grant funding stream from central Government supporting Local Transport Authorities with developing and constructing walking and cycling facilities. From 2026/27, this fund has been rolled into the consolidated local transport funding award. However the most recent Tranche (ATF5) of £123,562 of capital funding for schemes to be delivered by March 2027,³ supports schemes in this LTP Implementation Plan. This has been allocated to a scheme to provide an improved pedestrian crossing at the Airport Service Road/ Eastern Road junction.

The Consolidated Active Travel Fund⁴ is another ongoing active travel grant funding stream supporting delivery of schemes in this implementation plan, and which from 2026/27 has been rolled into the consolidated local transport funding. In 2025 Portsmouth City Council was awarded £291,769 capital and £128,205 revenue funding for projects to be delivered by

³ <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations>

⁴ <https://www.gov.uk/government/publications/consolidated-active-travel-fund-local-transport-authority-allocations/consolidated-active-travel-fund-final-allocations>



September 2026 (revenue funded projects) and September 2027 (capital projects). The Council is actively using this funding to progress a range of projects, ensuring continued investment in walking and cycling infrastructure across the city.

The revenue funding has been used to fund design work and data collection for a number of cycle and pedestrian infrastructure improvement schemes identified in the Council's Local Cycling & Walking Improvement Plan (LCWIP), and to support a range of behaviour change projects aimed at promoting walking and cycling, including:

- Cycle maintenance training
- School Travel Challenge
- Bike Security Marking
- Stomp for Stamps

The capital funding has been allocated to Gunwharf Road Pedestrian Crossing and Vectis Way (Cosham) pedestrian crossing schemes.

Safer Roads Fund

The Safer Roads fund (a grant funding stream from central Government) supports capital schemes which improve safety on "A" roads where

there are significant casualty records. The third round of this fund has provided the Council £1.3 million to deliver a corridor treatment scheme on the A2047 London Road in North End⁵ within the period covered by this Implementation Plan, aiming to reduce serious injuries and enhance accessibility for all road users through targeted measures such as junction upgrades, pedestrian crossings, cycle lane improvements, and high-friction surfacing based on collision data and iRAP analysis.

Green Light Fund

Through the Green Light Fund (a national government fund to provide smarter traffic signals) Portsmouth City Council was awarded £500k in March 2024 for further rollout of signal optimisation technology at traffic signal junctions.

The Council's funding has been used to upgrade junctions around the city by installing the MOVA signal optimisation system at additional junctions, and upgrading existing MOVA installations to newer hardware and software versions. This programme has also installed touchless Smart Cross button technology for crossings (which can help disabled users cross the road more easily), real-time digital

⁵ <https://www.gov.uk/government/news/nearly-50-million-boost-for-safer-roads-across-england>

signal-state data and improved CCTV coverage. This programme is largely complete, but DfT have approved rollover of remaining budget into the 2026/27 financial year in order to deliver a small number of junctions where upgrades could not be completed in the 2025/26 financial year.

Air Quality Funding

Portsmouth City Council was awarded funding from central government in March 2021 to implement and operate a Class B charging Clean Air Zone (CAZ) and associated measures to deliver compliance with legal limits for nitrogen dioxide, and also for monitoring of air quality. The CAZ was launched in November 2021 and the other measures delivered using the March 2021 funding have now been delivered.

Currently, the Government requires the CAZ to remain in place until at least 2027. Income from charges to owners of non-compliant vehicles helps to meet the costs for continued operation of the CAZ scheme, with central Government funding the balance of the scheme costs under the New Burdens Principle.

Future Transport Zone programme

The Solent Future Transport Zone (FTZ) programme, supported through DfT funding and managed by Solent Transport, has delivered a programme of trials and testing of a range of transport innovations across the Solent area – including in Portsmouth – since 2020. This programme is now drawing to a close. As set out in the 2026/27 Solent Transport business plan, the remaining circa £1.5 million of funding administered by Solent Transport will be carried forward to the 2026/27 financial year and used to support the continuation of the following projects relevant to Portsmouth:

- Micromobility trial (the rental e-scooter trial and e-bike share scheme, operated by Voi). Beyond 2026/27, these trials are expected to continue on a largely commercial/ self-supporting basis (current legislation permits rental e-scooter trials to continue to May 2028)
- Freight micro-consolidation trial (Portsmouth trial launched May 2025)
- Integrated Ticketing and mobility credits trials: Develop new options for integrated ticketing solutions and opportunities to deliver a mobility credit scheme, following conclusion of the Breeze app trial.

The FTZ programme has undertaken a number of successful trials and projects which have provided useful data and evidence on a variety of transport technologies and innovations. As the HSCCA becomes established, there may be opportunities to develop further trials for the region, building on the legacy of the FTZ programme. The Council as a constituent authority will continue to work with the HSCCA to explore these opportunities as they emerge.

CIL and Section 106 funding

Developer contributions from new developments are an important ongoing source of funds for improvements to the transport network. Developer Contributions are secured and delivered through three primary mechanisms:

Section 106 contributions, where legally binding agreements are made by developers to provide funding for schemes which mitigate the impacts of development on the local community and infrastructure, often securing funding or works for specific projects away from the site boundary of the development which are delivered by Portsmouth City Council or by other organisations.

Community Infrastructure Levy (CIL), where contributions from new developments are

used to fund a wide range of infrastructure that is needed as a result of development. CIL contributions are not ring fenced to transport but can potentially be used towards highways and transport infrastructure. Through the Council's CIL scheme,⁶ a portion of funds will be allocated to be spent on infrastructure within the ward that development occurs.

Section 278 agreements, where developers to enter into a legal agreement with the Council to deliver permanent alterations or improvements to a public highway themselves, as part of a planning approval.

A total of £620,563 of CIL and S106 funding has been allocated to the 2026/27 (Implementation Plan year 5) Transport budget:

- £192,818 of S106 funding to deliver specific planning obligations associated with new development
- £263,556 of CIL funding as part of the LTP4 Capital programme
- £164,189 of CIL funding supporting scheme development for City Centre Road and Tipner Transport Hub

Highways Maintenance Contract

Portsmouth City Council has a highways maintenance Private Finance Initiative (PFI) contract with contractor Ensign Highways that runs until 2030. This provides a way of delivering highways improvements through the private sector where the contractor designs, builds, finances and operates the highways network within the city.

A number of other initiatives are delivered through this arrangement that help to support the outputs for this Implementation Plan, such as:

- Portsmouth City Council's Asset Management Strategy (already established with Ensign)
- Lane permits for road works
- Highways maintenance contract (already established with Ensign)

As we progress into the final years of the 25-year PFI contract, the Council has established Handback, Transition, and Expiry stages as individual projects within a single overarching programme.



⁶ <https://www.portsmouth.gov.uk/services/development-and-planning/developer-contributions/community-infrastructure-levy-cil/community-infrastructure-levy-general-information/>

Handback surveys have begun on selected assets and will continue in line with a planned schedule. These surveys assess whether assets meet contractual standards and identify where remedial works are required. Any required works will be completed at the contractor's expense to achieve compliance.

Smooth transition from the PFI arrangement to a future service model is a key objective, ensuring continuity of service and compliance with all statutory requirements. A comprehensive options appraisal will be undertaken to identify the most appropriate delivery model for future services, considering emerging factors, including devolution and Local Government Reorganisation.

Funding already secured- Internal funding sources

Portsmouth City Council corporate resources

Each year the Council invites bids from all directorates for a share of its un-ringfenced corporate resources. Unrestricted capital funding is limited resources and requests from transport must be considered against requests from all the Council's other service areas. The administration considers these bids against competing priorities and available corporate resources, allocating funding accordingly with decisions made at Full Council.

In 2026/27, transport schemes being partly or fully funded using corporate resources and/or reserves are:

- Additional lighting: Ongoing programme of works for lighting schemes across the city to improve safety and reduce the fear of crime.
- Transport Hub (Tipner) scheme development.
- Sustainable Drainage Systems (SuDS): A programme of pilot Sustainable Drainage

Systems (SuDS) schemes, primarily funded by Southern Water with contributions and delivery support from the Council.

- HPFI Tertiary Roads: Annual additional funds to pay for resurfacing of the Tertiary Network once the PFI contract exceeds 20 years
- Non HPFI Asset Management: Further investment into all non-PFI highway assets, providing more detailed inspections, planned maintenance and emergency funding
- Verge hardening on specified roads in 2026/27.
- Neighbourhood Improvements 26: Ongoing programme of work to fund minor improvements to the highway environment such as dragons teeth, levelling etc. in 2026/27.
- City Centre Road: Additional funding supporting further technical assessment and early contractor engagement giving increased certainty of delivery and overall construction cost.
- Tri-Sails Repair: Project to replace the original sail panels with new material and upgrade the electricity supply for new lighting.



- **Enforcement of Moving Traffic Offences:** City-wide digital system to manage and enforce Moving Traffic Offences, (MTO) aligned with national legislation (Traffic Management Act 2004, Automated Vehicles Act 2024) and local strategies (LTP4, Climate Change strategy). The scheme will digitise MTO sites, integrate enforcement technology, improve safety, air quality, and traffic flow.

Parking reserve

In line with the Road Traffic Regulation Act 1984 the money received from on-street parking charges and penalty charge notices can only be reinvested into the city's transport infrastructure and services. This provides a significant and valuable source of funding supporting priority projects in this Implementation Plan programme. Funding of projects through the parking reserve is determined in conjunction with the Cabinet Member for Transport, Transport Director and Section 151 officer. Allocations to projects in this Implementation Plan period are identified in the notes in the tables on pages 36 to 47 of this document.

However a significant amount of parking reserve income is now having to be allocated to meeting increasing costs arising from the English National Concessionary Travel Scheme (ENCTS) due to inflation and a steady increase in the usage of concessionary bus passes by holders (reflecting improvements to the city's bus network delivered in recent years). This will place a significant burden on the remaining funds available in the parking reserve and means that activities previously funded by the parking reserve, such as scheme studies and development, will be met through DfT consolidated funding from 2026/27 onwards.

Invest to Save

For certain projects which deliver an eventual financial return to the Council that is higher than the cost to deliver (for example related to parking), use of Prudential Borrowing as a source of capital funds for "Invest to Save" projects sometimes occurs. This is only permitted for projects where the capital expenditure incurred will result in direct savings (i.e. cost reduction or additional income) that at least cover the cost of borrowing and that those savings are made directly by the Council, on a sustained basis over the lifetime of any borrowing. The use of this funding source is strictly controlled, requiring a business case and financial appraisal, and is only likely to be a relevant option for the small number of actions identified within this Implementation Plan which will generate a large financial return to the Council (for example, some parking related projects).

External funding – future opportunities

A majority of the Council's transport funding, including most funding for large capital schemes, comes from external sources, primarily central Government. The consolidated local transport funding 2026/27 to 2029/30 is the main source of confirmed external transport funding for Portsmouth City Council over the next four years.

As of summer 2026, the Council is not aware of any plans by central Government for further general funding for local transport to be made available during the time period covered by this Implementation Plan, with the exception of a potential increase in the active travel elements of the consolidated funding from 2028 onwards for authorities which increase their active travel capability rating.⁷ Active Travel capability ratings

⁷ <https://www.gov.uk/government/publications/local-authority-active-travel-capability-ratings>





are a rating assessed by central Government of each Local Transport Authority's capability to deliver schemes that will support the objectives of the National Cycling & Walking Investment Strategy.

If the Council is successful in increasing its active travel capability rating at the next assessment in 2027/28, this is expected to translate into a significant uplift in the amount active travel capital funding that it receives in the last two years of this Implementation Plan. Achieving a higher rating in the next round of capability assessments is therefore a key priority.

City Centre Road scheme

The Council is promoting a scheme to realign the road network in the north of the city centre, including the A3 Marketway/Hope Street/Commercial Road, to support regeneration of the former Tricorn and Sainsbury's sites, create new public space, improve public transport, and reroute traffic to address congestion.

These parts of the Portsmouth City Council's highway network are part of the DfT designated Major Road Network,⁸ a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting

between the national Strategic Road Network (SRN) and the rest of the local road network. Major improvement schemes on the MRN may qualify for MRN and/ or Large Local Majors (LLM) funding. The Council has been promoting the City Centre Road (CCR) scheme as a candidate for this funding from central Government.

In 2023, the "Network North" plans (published by the previous government) identified the CCR scheme as a MRN scheme qualifying for an uplift in government contribution to overall costs.⁹ However, in a review of MRN/LLM schemes in spring 2026, the CCR scheme was not one of the initial 16 schemes where Government support was confirmed. Government have written to the Council stating that a decision on MRN/LLM support for the CCR scheme is expected to be taken in summer 2026.

In addition to DfT MRN funding, the Council are also exploring additional funding options to support delivery of this critical scheme, including Homes England funding and CIL funding.

The Council has developed a Strategic Outline Business Case for this scheme and, dependent on funding route identified, it is expected that a full business case will be submitted in 2027, and subject to confirmation of funding, procurement

⁸ <https://maps.dft.gov.uk/major-road-network/index.html>

⁹ <https://www.gov.uk/government/publications/network-north>

and preparation for delivery of this scheme would commence late 2027, targeting completion as early as 2030.

Other Transport schemes requiring business cases to secure funding

Historically individual transport schemes requiring a contribution of central Government (typically DfT) funding of greater than £5 million have been defined as a “major scheme” and required to submit a business case to DfT before funding can be provided. Business cases need to set out how the proposed investment is sound across five different dimensions as set out in DfT guidance:¹⁰

- Strategic dimension
- Economic dimension
- Financial dimension
- Commercial dimension
- Management dimension

Depending on the scale of the scheme, up to three progressively more detailed and robust versions of the business case may be required before funding for a scheme is confirmed.

Transport business cases are often submitted as part of efforts to secure funding from identified government funding pots (as is the case with the City Centre Road scheme). However transport business cases are often also required by central government and other funders to provide assurance where a Local Authority proposes to spend very large amounts of central government grant funding it has already received on a single scheme.

Within this Implementation Plan, major/high value schemes where transport business cases are expected to be developed in 2026/27 to 2029/30 are:

- City Centre Road
- Solent Rail Connectivity
- Tipner Transport Hub/ Park and Ride expansion
- Southsea (Clarence Pier) transport hub
- Major individual schemes which may be brought forward in future phases of BSIP or SEHRT, such as kickstart funding for SEHRT express routes or further significant bus priority or interchange schemes.

Schemes likely to require major scheme business cases in future years (2030 and beyond) are:

- Tipner/Horsea link bridge
- Major individual schemes within future phases of BSIP or SEHRT
- Major individual active travel improvements or large scale packages of other walking and cycling infrastructure improvements

From 2026 onwards the new Hampshire & Solent CCA is expected to become a significant funder of transport improvements (see below). Applications for Mayoral funding of major schemes are likely to be subject to business case and assurance requirements comparable to those for applications for central Government funding.

Devolution opportunities

The establishment of the Hampshire and Solent Combined County Authority (HSCCA) in 2026 will shape the longer term context for transport funding, governance and strategic decision making.¹¹ This includes the consolidation of local growth and place based funding into a single funding pot, alongside the simplification of local transport funding through the Department for Transport’s consolidated funding arrangements. For Portsmouth, this creates an opportunity

¹⁰ <https://www.gov.uk/government/publications/transport-business-case/transport-business-case-guidance>

¹¹ <https://hantsandsolent-ca.gov.uk>

to influence transport investment at a wider functional economic geography, reflecting the city's role within the Solent and Hampshire area.

During the initial concurrent period to May 2028 when the Mayor is elected, transport functions will continue to be delivered by constituent authorities while Combined Authority arrangements are established, in line with emerging governance and assurance arrangements for the HSCCA. During this period, transport funding (including the DfT consolidated local transport funding) will begin to be routed through the HSCCA. The Combined Authority will be able to pay grants to constituent councils (including Portsmouth City Council) when needed to help with the delivery of transport activities, for example where a constituent council delivers improvements to part of their highway network (e.g. adding bus or cycle lanes).

Additionally, a long term Mayoral investment fund will be created, with an agreed annual allocation from Government of £17.84 million in 2026/27 and 2027/28, rising to £44.6 million per year for 30 years once a Mayor is elected in May 2028 (50% revenue, 50% capital). While this represents a significant opportunity to support transport investment, in the early years of the HSCCA there is expected to be a range of competing demands on this funding as the organisation is established. The Local Growth Plan will be required to set the strategic priorities of the new authority and drive the direction of the overall investment pipeline; however, interim investment priorities may be developed ahead of its adoption. For Portsmouth, this presents an opportunity to position key schemes within a broader regional programme and strengthen the case for investment through alignment with emerging Combined Authority priorities and partnership working with neighbouring authorities.

The HSCCA will also begin to establish its strategic transport role during this period, working

collaboratively with constituent authorities to align investment with wider priorities for economic growth, skills and employment, and housing and spatial planning. This includes the transfer of powers from Government to regulate micromobility schemes at a strategic Combined Authority level. Together, these changes support the development of schemes that improve connectivity across functional travel to work areas, deliver benefits at a regional scale, and support place based growth.

From May 2028, the Mayor will assume responsibility for leading the strategic transport function of the Combined Authority. This will include the preparation of a statutory Local Transport Plan, alongside other strategic frameworks such as a Local Growth Plan and Spatial Development Strategy, which will provide a shared direction for long term investment and supersede individual constituent authority strategies. The Mayor will also have access to additional statutory powers, including the ability to introduce a transport levy and a Mayoral precept (potentially generating additional income that could be used to fund transport improvements), establishing a Key Route Network and enhanced strategic influence over public transport and rail across the region.

This Implementation Plan has been prepared on the basis of confirmed and reasonably certain funding available during the concurrent period. Opportunities associated with devolution are reflected as part of the longer term strategic context and are not assumed as committed funding sources within the Plan period.

Other active travel funding opportunities

Some active travel funding opportunities come forward through organisations that promote walking and cycling, such as Walk Wheel Cycle Trust (formerly Sustrans) and Living Streets. These charities are sometimes awarded funding by central government (or other sources), which

is then distributed to Local Authorities by these charities (often determined through bidding processes) to deliver projects supporting active travel objectives.

Walk Wheel Cycle Trust (WWCT), the charity which is the custodian of the National Cycle Network (NCN), has periodically received funding from central Government (Active Travel England) for maintenance and improvement of parts of the NCN. They have previously run bidding competitions seeking applications from Local Authorities to design and/or deliver improvements to sections of the NCN within their area. The most recent of these ran in 2024 and the Council submitted a bid for funding for a number of schemes on the NCN in the city, the outcome of which was that WWCT allocated internal resource for design work for schemes at three locations (Bishop Crispian Way/Queen Street, Old Portsmouth, and Eastern Road at the A27 junction).

With about 30 kilometres of off-road and/or quiet on-road cycling/walking routes designated as part of the NCN within Portsmouth, and a number of opportunities to improve the quality of provision, the Council will submit further bids to funding advertised by WWCT (and any suitable funding opportunities advertised by other organisations promoting active travel) when these opportunities arise in future.

Air Quality Targeted Feasibility Study/Air Quality Funding

Following submission of the 2024 annual nitrogen dioxide (NO₂) monitoring data, Defra's January 2026 assessment of Portsmouth's Clean Air Zone (CAZ) concluded that the scheme had achieved compliance with the statutory air quality objectives. No formal exceedances were identified in 2024 at any of the 12 locations previously designated by Defra as areas of concern, including the three monitoring sites on Alfred



Road and Hope Street that had historically exceeded the annual mean objective.

In accordance with Defra guidance, Portsmouth's CAZ is scheduled for reassessment at the end of 2026. Current government policy indicates that where compliance is demonstrated for two consecutive years (2024 and 2025), and a third year (2026) is modelled to remain compliant, local authorities may progress towards decommissioning the CAZ in 2027.

However, it should be noted that Defra's January 2026 assessment did not incorporate fully validated NO₂ data from Portsmouth City Council's Regulatory Services team. This dataset has now been finalised and is scheduled for formal submission to Defra by 30 June 2026.

The validated 2025 dataset indicates that the annual mean NO₂ concentration exceeded the national air quality objective (40 µg/m³) at one



location (Alfred Road). In addition, concentrations increased at approximately 80% of monitored locations compared to 2024, although levels across these sites remained below the objective. In previous years the Alfred Road site has consistently exceeded, or in 2024 remained close to exceeding the objective. These results indicate continued non-compliance at this location, alongside a year-on-year increase in measured concentrations (2024 to 2025).

This position introduces a residual compliance risk within the CAZ. Whilst overall city-wide compliance has been achieved, the exceedance at Alfred Road, together with upward trends across a significant proportion of monitoring sites, suggests that air quality improvements may not yet be stable or uniformly embedded across the network. These trends are likely to influence Defra's assessment of overall scheme performance, may reduce certainty regarding the CAZ decommissioning timescale, and are likely to support the case for continued operation of the CAZ scheme in the short

term. It also provides a clear evidence base for further targeted intervention at Alfred Road, including consideration of localised measures and additional analytical work. However from a funding perspective, whilst the exceedance at Alfred Road strengthens the strategic case for targeted intervention, it does not in itself provide assurance that additional funding will be made available by Defra's Joint Air Quality Unit (JAQU).

Accordingly, it remains uncertain whether the Council will either be required to implement, or receive additional funding from, JAQU to deliver further air quality interventions at this time, beyond support for the continued operation of the CAZ in the immediate term.

Lane rental scheme

As set out in Policy P of the Portsmouth Transport Strategy, the Council is in the process of applying to the DfT for a lane rental scheme, to run alongside the operational permit scheme, for traffic-sensitive routes during peak periods to reduce congestion and improve journey time reliability. The main objective of the scheme would be to incentivise more efficient working practices and accelerate utility roadworks delivery by service providers.

The Government's updated guidance on lane rental schemes allows for proceeds to cover the costs of setting up and monitoring a lane rental scheme. If income remains after costs are covered, the guidance requires that 50% of net proceeds are spent on a variety of types of highway maintenance, and 50% are spent on measures which help to further reduce the disruption or other adverse effects arising because of street works in future.¹²

¹² <https://www.gov.uk/government/publications/street-works-lane-rental/lane-rental-schemes-guidance-for-english-highway-authorities#surplusfunds>

Therefore if a lane rental scheme is granted to the Council by the DfT, it could provide an additional source of funding to support some of the activities identified in this Implementation Plan under the “Support Business & Protect our Assets” strategic objective.

Bid funding opportunities

Most central government transport funding is now provided as fixed amounts via grant funding processes, rather than requiring submission of competitive bids as occurred until a few years ago. However bid funding opportunities, normally for smaller amounts of funding that may support some transport schemes in this Implementation Plan are still advertised from time to time by central government and by other funding bodies. Examples include:

- Train operator Customers and Communities Improvement Funds (CCIF) – The Council has submitted unsuccessful bids to SWR¹³ and GWR¹⁴ CCIF funds in 2024 and 2025 proposing to support small transport projects with links to the railway. If future opportunities to bid arise, the Council is likely to submit a proposal for funding to extend the Easy Travel Access Fund¹⁵ to rail.
- Small funding opportunities advertised by central Government from time to time, often supporting specific projects, such as innovation projects (e.g. the Transport Research and Innovation Grants programme¹⁶).
- Small funding opportunities advertised by charities and non-governmental organisations from time to time – for example, the Road



Safety Trust small grants programme¹⁷ or the Reese-Jeffries Road Fund¹⁸ or by charities and NGOs promoting environmental or social objectives (where transport projects can help to achieve these).

The Council is alert to opportunities to bid for funding and, when opportunities are advertised, will proactively assess whether projects identified in this Implementation Plan could be delivered through funding bids.

13 <https://www.southwesternrailway.com/other/about-us/community-and-rail-station-adoption/customer-and-communities-improvement-fund>

14 <https://www.gwr.com/about-gwr/what-you-can-expect/community/community-investment>

15 <https://travel.portsmouth.gov.uk/bsip-schemes/easy-travel-access-fund>

16 <https://cp.catapult.org.uk/transport-research-and-innovation-grants>

17 <https://www.roadsafetytrust.org.uk/small-grants>

18 <https://reesjeffreys.co.uk/grants>

Economic Growth and housing / development funding

A wide range of central government funding streams aimed at supporting economic growth have been granted to Local Authorities and/or made available for Local Authorities to bid for in recent years.¹⁹

The economic growth funding environment is currently evolving, with regional Mayors and Combined Authorities becoming the main recipient of local economic growth funding, given that economic development is another area of competence for these authorities. Additionally, the government is shifting away from short-term, competitive bidding toward consolidated funding, allowing areas to plan with greater financial stability. It is likely that some of the Mayoral Investment Funding for the Hampshire & Solent CCA (page 24) will be used to support economic development projects, potentially including transport improvements in this Implementation Plan which would support Portsmouth's economy. The Council will promote such schemes for Mayoral funding, and, if other economic growth funding opportunities arise, it will consider the potential for new funding to support delivery of transport schemes identified in this Plan.

Some economic growth funding opportunities may also arise linked to the Solent Freeport or other regional economic programmes.

Like economic development, housing & strategic planning is another of the areas of competence for the new Hampshire & Solent CCA and Mayoral Investment Funding could be used to support this policy area (potentially including transport schemes identified in this Implementation Plan which support development of new homes).

Other central government funding streams also exist, for example through Homes England²⁰ which administers funding that can be used to help unlock development sites by forward funding or part funding transport infrastructure (e.g access improvements) to allow development to occur. Central government housing/development support funding may offer opportunities to fund or part fund some interventions identified in this Implementation Plan, if they help to support housing delivery.

Schemes where opportunities to fund through economic development and housing funding exist include:

- City Centre Road scheme, where a number of potential housing-related funding options are being explored.
- Tipner transport hub.
- Provision of other improved walking, cycling, public transport and highway infrastructure associated with other major development allocations proposed in the draft Local Plan and associated Strategic Transport Assessment.

Developer funding/delivery through development

Financial contributions from developers are essential to mitigate the impact of developments on the transport network and secure planning gains. The key mechanisms for securing these are described on page 17 (CIL and S106 Funding).

The most critical schemes for enabling development or mitigating impacts of future development in the city (set out in the Council's draft Local Plan²¹) are:

¹⁹ <https://commonslibrary.parliament.uk/research-briefings/cbp-9460>

²⁰ <https://www.gov.uk/government/organisations/homes-england>

²¹ <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan/>

- City Centre Road: a key enabler for the city centre strategic site.
- Tipner Transport Hub/Park and Ride development: mitigating the combined impacts of general development on the city's western corridor, at the city centre strategic site, and supporting access to Tipner East and Tipner West/Horsea Island East strategic sites.
- Tipner: Horsea link bridge, supporting/mitigating access to the strategic development site at Tipner West, and the development allocation at Port Solent; and enabling access to the Horsea Island East strategic site and adjoining Horsea Island Strategic Open Space.
- The Fratton Park and the Pompey Centre strategic allocation proposes a new off road cycle route linking the football ground and stadium.

Therefore, the Council will seek to secure contributions from developers to support the delivery of these schemes as part of negotiations with developers undertaken through the development planning process. Delivery of these schemes will also rely significantly on funding from central government housing, economic growth and transport funding streams.

Many of the other schemes identified in this implementation plan can also support/mitigate development either generally, or at specific sites:

- Delivery of travel plans and other on-site measures such as car clubs in order to reduce travel demand – some of these measures may be delivered by developers themselves. In the city centre low levels of parking are proposed at new developments, to encourage sustainable transport use (draft Local Plan Policy PLP6).



- Many of the active travel schemes identified under the "Prioritise walking and cycling" strategic objective, such as delivery of improved pedestrian and cycle infrastructure connecting new development to the existing network, and making improvements to parts of the existing network (particularly key walking routes and cycle routes identified in the LCWIP) near to new development.
- Many of the public transport schemes identified under the "Transform Public Transport" strategic objective, and in particular schemes (primarily, City Centre Road) which improve existing public transport infrastructure/routes or provide new infrastructure/routes close to or within new development.
- A number of local highway improvement schemes are expected to be required to provide access or mitigate traffic, identified in the Local Plan Transport Assessment and Infrastructure Delivery Plan (IDP) (see below).

Another notable site allocation in the draft Local Plan which will support the "transform public transport" and "deliver cleaner air" objectives of the Portsmouth Transport Strategy, and expected to be delivered (by the private sector) in the period covered by this Implementation Plan, is the allocation of the former News Centre site as an electric bus depot.

The Council's IDP²⁷²² sets out its assessment of critical, essential and desirable infrastructure required to support development in the city. Full details of transport schemes included in this

22 <https://www.portsmouth.gov.uk/wp-content/uploads/2026/02/FINAL-IDP-2025-submission-version-Feb-2026-.pdf>



assessment are set out in sections 3.8 to 3.13 of the IDP, together with Appendix 2 (schemes T1 to T71).

As requirements or opportunities associated with planning applications arise, the Council will seek to secure S106, S278 or CIL contributions, identify schemes as planning conditions, or secure on-site delivery by developers, of relevant schemes identified in this Implementation Plan.

Rail industry schemes

A number of schemes considered within this Implementation Plan are largely or wholly in the control of the rail industry (Network Rail, DfT/ Train Operating Companies, and in future, Great British Railways) as they include improvements to the rail network and associated infrastructure.

These include:

- Promote improvements to rail station access and facilities
- Promote improved rail journey times to London, Southampton and other destinations
- Solent Rail Connectivity SOBC & scheme promotion

Although these schemes have been included within the Implementation Plan, they are expected to be developed and led by Network Rail, DfT, and/or Great British Railways. These schemes are expected to be primarily funded by central government, but provision of local funding contributions (potentially from the Hampshire & Solent CCA) are likely to support the development and eventual delivery of improvements.

National Highways funding

National Highways, the authority responsible for the Strategic Road Network (which comprises the M27, A27 and part of the M275 in Portsmouth) set out their plans for delivery over five year periods via their Road Investment Strategy. The current Road Investment Strategy (RIS3) will cover the years 2026 to 2031.²³

RIS3 will see less funding for major expansions of road capacity (e.g major road widening or junction capacity expansion schemes) and instead a much greater allocation of funding into renewal of life-expired assets (road surfaces, structures such as bridges etc), reflecting the fact that much of the SRN is now 50 years old (or older) meaning some structures are approaching the end of their design life.

It is not expected that any significant improvement schemes will be delivered on the SRN within or near Portsmouth during years 5 to 8 of this Implementation Plan (no “pipeline” schemes have been identified on parts of the SRN in or near the city) although the Solent to Midlands route strategy²⁴ (which covers the parts of the M27 and A27 within the Council’s boundary) does identify the A27 and M27 between A3(M) and Fareham (across the north of Portsmouth) as an “area of interest for further investigation” due to a range of concerns including safety, journey time reliability and congestion, air quality and noise impacts, and high proportions of HGV traffic.

Recognising that strategic roads can negatively impact communities (such as through severance, acting as a barrier to active travel and public transport) as well as impacting on the environment and human health, National



Highways have set up “designated funds”²⁵ to fund projects which aim to address these types of issue. These issues exist in Portsmouth – the A27, M27 and associated junctions create pinch points on the active travel and public transport networks, and noise and air quality concerns exist in areas adjacent to parts of the SRN.

During RIS3, National Highways will continue to provide funding for four Designated Funds: Safety; Customers and Communities; Innovation and Research; and Environment. The Council will explore with National Highways the potential for any suitable projects in this Implementation Plan to secure funding from these Designated Funds.

National Highways has said that designated funding could be used to support projects that improve roadside facilities and welfare for HGV drivers, and help the transition to zero-emission HGVs.

As Portsmouth International Port is both a key destination for road freight and operated by the Council, they will work collaboratively to explore whether this funding could be used to support freight-related projects.

²³ <https://www.gov.uk/government/publications/road-investment-strategy-3-ris3-2026-to-2031>

²⁴ https://nationalhighways.co.uk/media/cvajxoku/r15-solent-to-midlands_acc.pdf

²⁵ <https://nationalhighways.co.uk/our-work/designated-funds/>

Scheme prioritisation

At the start of the development of the Portsmouth Transport Strategy (LTP4), the Council actively engaged with stakeholders, partners, businesses and council service areas, to understand the aspirations of our community, and to create a proposed long list of schemes that would deliver against the Portsmouth Transport Strategy vision and strategic objectives. This collated list formed the basis of schemes to be included within the Implementation Plan and subsequently underwent a thorough prioritisation process for those which did not already have funding secured. This initial long list of schemes was included in the first Implementation Plan, which covered years 1 – 3 of LTP4.

This long list was re-visited, and an updated prioritisation exercise was undertaken for the creation of the second Implementation Plan (2025/26).

During the creation of this 2026/27 to 2029/30 Implementation Plan, the Council have sought to allocate the newly announced consolidated local transport funding to schemes prioritised in the 2025/26 Implementation Plan, whilst also seeking to support projects which deliver against the objectives of the funding (set by DfT).

Each year the Council identifies many opportunities for ways to improve the transport network for the people that use and rely on it for their day-to-day activities.

The Council also receive many requests for schemes and improvements from local communities, stakeholders and organisations. It makes the best use of council resources in delivering the Transport Strategy, by undertaking a prioritisation exercise of all schemes, whilst also taking into account the requests and feedback we have received.

Selecting schemes for design/development

The first stage of developing an idea for a transport improvement scheme is to undertake investigative work and a feasibility study. Because the number of opportunities and suggestions far exceed the capacity and funding to investigate them in the short term, a formalised process has been developed setting out how this is managed, with an information report being taken to the Transport Cabinet Decision Meeting in December 2022 outlining the process.²⁶

This process includes an 'Assessment Stage', in which scheme requests are assigned a unique reference and added to a tracker, along with key information about the scheme. Each proposal is reviewed to identify if works can be delivered from existing sources of funding through 'business as usual' activity. Those requiring a greater level of investigation and specific funding are passed to staff with relevant expertise to assign a score based on alignment with the four strategic objectives, along with other relevant factors. Those with high overall scores are deemed a priority and proposed for feasibility funding. Following approval, funding is allocated to allow for feasibility work to begin. A focus is given to the strategic corridors in the city, and schemes that are located within these areas.

During the 'feasibility stage', site specific data is collected and used to help identify measures and viable options, with outline designs discussed during a workshop session with key officers to assess and determine the recommended option. This process ensures there is a prioritised list of feasible schemes that are fully supported by officers and address known issues within the city so that when relevant funding becomes available, schemes can be brought forward to use it.

²⁶ <https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=20490>

The resourcing to support the feasibility and design processes for transport schemes during this Implementation Plan, is expected to comprise:

- Feasibility and design programme for small to medium size schemes (delivered through existing consolidated funding and other sources); – £170k consolidated revenue funding 26/27 to 28/29; plus £460k consolidated capital funding 26/27 to 29/30
- Design and business case development for larger schemes such as transport hub proposals where external funding (not yet secured) will be required for delivery: £280k consolidated capital funding 26/27 to 29/30; plus £30k consolidated revenue funding (27/28)

stakeholder acceptability (if known). This enables schemes with longer planning and/ or delivery timescales to be programmed early to ensure that they are delivered within the 17 year lifecycle of the Transport Strategy. Cost estimates are considered when developing the annual programme to ensure affordability within each financial year, as is staff and supply chain capacity to manage & deliver schemes, and knowledge of stakeholder acceptability been factored into the prioritisation process. Additionally, the overall fit of the mix of schemes has been considered against the requirements of the consolidated funding settlement, during the development of the next programme of schemes.

Selecting schemes for delivery

Whilst many potential transport schemes are yet to enter the feasibility process, many schemes have already been developed to a stage where they can go forwards for delivery or will reach this status in the next three years. Developing an Implementation Plan that spans the 12 remaining years of the Portsmouth Transport Strategy and provides a detailed action plan for the next four year programme has required prioritisation of a manageable number of schemes for initial focus. This includes long term schemes for which the planning and development needs to start now. Alongside this, schemes which the council have a statutory duty to deliver are not subject to prioritisation and will be taken forward annually to meet statutory obligations.

Consideration is given to the four Portsmouth Transport Strategy strategic objectives, ensuring that there are a range of schemes working towards each objective. Schemes are also assessed on overall deliverability (cost, planning timescales, delivery timescales and level of scheme

Implementation Plan

Priority packages for 2026/27 to 29/30

Through a combination of the prioritisation of the schemes against the strategic objectives and additional information provided by officers and stakeholders, schemes have been prioritised for inclusion in the next four year phase of the LTP4 Implementation Plan, up to 2029/30.

This Implementation Plan includes six schemes which the council has a statutory duty to deliver:

- Public Rights of Way
- Traveline
- Access for people with disabilities
- Road makings and directional signage
- Casualty and speed reductions
- Traffic signal and variable message sign (VMS) reconfiguration and improvement.

Statutory schemes

The following table shows the schemes and initiatives which we will seek to deliver within years 5, 6, 7 and 8 of the Implementation Plan, subject to resources. These schemes are planned to be largely funded from the Local Transport Consolidated Funding settlement.

Whilst schemes are listed under one specific strategic objective for simplicity, aligning with the policies in the strategy document, it is important to note that there is overlap within them and they will deliver across several or all of the objectives in the LTP4 strategy.

Current funding position

Funded	
Part funded	
Not funded	
Majority funded by third party (incl. other public sector organisations and private sector, eg transport operators)	
Activity not requiring specific or external funding	

Statutory schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
Access for people with disabilities	Improvements to support access for people with mobility issues, such as dropped kerbs and uncontrolled crossing improvements and signing and street furniture.	✓	✓	✓	✓	<i>£140k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>
Rights of way	Signing Public Rights of Way and to investigate and resolve all Public Rights of Way claims	✓	✓	✓	✓	<i>£140k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>
Casualty and speed reduction measures	Traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds and encourage the use of active travel modes	✓	✓	✓	✓	<i>£1.6 million capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>
Traveline	Support for national public transport information services delivered by Traveline, including online and telephone journey planning.	✓	✓	✓	✓	<i>£100k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>
Road markings & directional signage	Signing & lining to improve visibility of road markings, slow traffic speeds or provide direction assistance	✓	✓	✓	✓	<i>£200k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>
Traffic signals & Variable Message Signing (VMS) reconfiguration	Enables improvements and changes to traffic signals and variable message signs citywide	✓	✓	✓	✓	<i>£800k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)</i>

Deliver Cleaner Air						
Prioritised schemes	Description	26-27	27-28	28-29	29-30	Notes
Air quality communications and behaviour change campaigns and events	Campaigns and other measures promoting travel choices which support cleaner air	✱	✕	✕	✕	Unfunded beyond anticipated potential decommissioning of CAZ in 2027
City Centre Clean Air Zone	Class B charging Clean Air Zone mandated by central government and launched in Portsmouth in November 2021	●	TBC	TBC	TBC	Decommissioning of CAZ dependent on sustained compliance with national air quality objective. Scheme funded through charging income with DfT funding balance of costs.
Support delivery of Air Quality Annual Status Report to DEFRA	Provide information on scheme development in support of air quality improvements	■	■	■	■	"Business as usual" activity
Workplace Sustainable Travel Fund	Grant funding for businesses towards sustainable travel projects for their workplace, with a particular focus on walking and cycling initiatives and schemes which promote cleaner air	★	★	★	★	£80k capital from DfT consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)
Implement Parking Strategy Actions	Deliver actions set out in Parking Strategy. Subject to further consultation, proposals include new or upgraded parking back office system to support potential new approaches to RPZ permit charging, and potential move to digital visitor permits and account based system.	■	★	■	■	Up to £200k capital from DfT consolidated funding (27/28) to fund upgraded/new back office system
Residents Parking Zone programme	Further development and consultation on the resident parking zone programme	●	●	●	●	RPZ programme is self-funding with permit income funding the operation of the scheme and proposed new RPZ areas.
ANPR camera car/ vehicle for permit checks in RPZ's	Use of Automatic Number Plate Recognition (ANPR) camera car/vehicle to assist with permit checks in Resident's Parking Zones (RPZ's)	★	●	●	●	Up to £200k from parking funds (26/27). Expected to self fund if continued beyond initial trial
Explore private non-residential parking restrictions	Explore /research options for private non-residential parking restrictions (eg Workplace parking levy)		✕			
Promote low car development	Ongoing policy principle to align with the local planning process	■	■	■	■	"Business as usual" activity
Car Club	Continued support and expansion of Portsmouth Car Club	●	●	●	●	Scheme delivered commercially by Enterprise.

Deliver Cleaner Air

Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
Rental e-scooter trial	Voi rental e-scooter trial commenced March 2021, currently scheduled to end May 2028. Continuation beyond 2028 dependent on Government decision on rental e-scooters.	●	●	TBC	TBC	<i>Scheme delivered commercially by Voi, PCC support through re-investment of revenue share</i>
Shared e-bike service	Bike share scheme launched in 2022 and run by Voi since July 2024	●	●	●	●	<i>Scheme delivered commercially by Voi, PCC support through re-investment of revenue share</i>
Implement Electric Vehicle Infrastructure (EVI) Strategy actions	Deliver actions set out in EVI Strategy	★	★	★	✗	<i>Revenue funding 26/27 to 28/29: £600k from DfT consolidated funding + £281k additional LEVI capacity funding + local contribution (reinvestment of income from chargepoint providers; parking reserve)</i>
On-street residential charge point scheme and Local Electric Vehicle Infrastructure	Programme to install on-street residential charge-points for electric vehicles, funded by the Office for Zero Emission Vehicles (OZEV) On-street Residential Charge Point fund	★	★	★	✗	<i>Capital costs: £3.68m from LEVI, matched with commercial funding from chargepoint providers</i>
Implement Park and Ride marketing and engagement plan	Deliver actions from the Park and Ride Marketing and Engagement Plan.	■	■	■	■	<i>"Business as usual" activity supported by public transport marketing & communications resource</i>
Southsea Park and Ride summer service (PR3 route)	Seafront park and ride service operating at weekends during summer months	★	TBC	TBC	TBC	<i>Reviewed annually, operation subject to demand/business case. Majority of operation costs funded by fares</i>
Park & ride bus priority improvements	Bus priority improvements at Tipner Roundabout and Unicorn Gate junction	★				<i>Funded through legacy BSIP funds (£1.61m capital)</i>
Continue to develop Tipner Park and Ride, in time developing into a transport hub	Short term- delivery bus priority improvements for P&R buses and minor on-site improvements. Medium & long term- capacity expansion and larger improvements to create a transport hub.	★	★	✗	✗	<i>£250k design/development funding 26/27 (£150k PCC corporate funding, £100k CIL); DfT consolidated funding 27/28 for larger capital schemes development anticipated as supporting continued development</i>

Prioritise Walking and Cycling

Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
Walking and Cycling Strategy	Development of a Walking and Cycling Strategy to shape the future direction of walking and cycling across the city	■	■			"Business as usual" activity
Road Safety and Casualty Report	Annual analysis of road safety and accident data and trends to inform actions to improve road safety	■	■	■	■	"Business as usual" activity
Active Travel scheme development, data collection and other delivery resourcing	Activities and resources supporting development of and monitoring/evaluation of active travel schemes and delivery capacity	↙	↙	↙	✗	£221k revenue from DfT consolidated funding (26/27 to 28/29)
Walking & cycling communications and behaviour change campaigns and events	A range of activities to promote and support behaviour change including stomp for stamps, bike security marking, dr bike sessions and associated marketing & comms	★	★	★	✗	£55k revenue from DfT consolidated funding (26/27 to 28/29)
Support delivery of school travel plans	Working with schools to support the delivery of travel plans	↙	↙	↙	✗	£15k revenue from DfT consolidated funding (26/27 to 28/29) for school travel challenge (Pompey Monsters stomp to school challenge). Other activities delivered as part of business as usual.
School crossing patrol infrastructure	Installation of school crossing patrol infrastructure	★	↙	✗	✗	c.£140k funding for schemes at 3 locations in 26/27, and potential to fund scheme at one location in 27/28.
Safer Routes to School improvements	Reactive works including installation of bollards, barriers, signage and dropped kerbs	↙	↙	↙	↙	£520k capital from DfT consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)
Play Streets and School Streets	Projects to discourage crowding outside schools to improve safety, and where appropriate, removal of through traffic in school and other residential streets	↙	↙	↙	↙	£320k capital from DfT consolidated funding 26/27 to 29/30 (part of LTP Capital prog.)

Prioritise Walking and Cycling

Prioritised schemes	Description	26–27	27–28	28–29	29–30	Notes
Improved crossing facilities	Measures to improve crossing facilities	★	✎	✎	✎	£350k for Portsdown Hill crossing scheme 26/27 (£258k consolidated funding; £91k local contribution). £318k for Old London Rd/ Copnor Rd crossing scheme 27/28 (all from consolidated funding) Further £750k capital from consolidated funding 26/27 to 29/30 (part of LTP Capital prog.) for locations tbd.
Active travel improvements including Quieter Routes improvements	Small scale infrastructure improvements such as cycle parking, signage and lining across the city	✎	✎	✎	✎	£1.27 million capital from DfT consolidated funding 26/27 to 29/30 (part of LTP Capital prog.); £47k capital from parking reserve; £107k capital from DfT Active Travel Fund 5
Bike hangars	Installation of bike hangars, which are on-street, secure, lockable, covered pods which can accommodate between four and six cycles.	✎	✎	✎	✎	Funded through Active Travel improvements including Quieter Routes budget (above)
Active Pompey Neighbourhoods (APNs)	Schemes which create residential areas with safer, greener and more pleasant streets and which improve road safety and support active travel choices.	✖	✖	✖	✖	Currently resourced only for development of potential schemes but not for delivery
Embed a Healthy Streets approach into transport schemes	Incorporate Healthy Streets in transport scheme development- aiming that transport improvement schemes deliver benefits against the ten Healthy Streets indicators	★	★	■	■	
District & Local Town Centre (DLTC) inclusive spaces design	Preparation of designs for "shovel ready" schemes to improve improve urban spaces (incl. walkability) in in Paulsgrove, Fratton, Buckland, Stamshaw and Cosham to be delivered in future years, when external funding is available.	★	✖	✖	✖	Supported by £65k funding from PCC corporate reserves
Develop LCWIP feasibility studies and schemes	Option development and design work on large scale walking and cycle infrastructure improvements	✎	✎	✖	✖	£115k revenue from DfT consolidated funding 26/27 to 28/29
LCWIP network delivery	Delivery of large scale, high complexity schemes to improve cycling and walking facilities on corridors and routes identified in adopted LCWIP	✎	✎	✎	✎	c.£5.52m capital from DfT consolidated funding, majority in 28/29 and 29/30.

Prioritise Walking and Cycling

Prioritised schemes	Description	26-27	27-28	28-29	29-30	Notes
Eastern corridor active travel improvements	Developing and delivering active travel network improvements along the Eastern Road corridor of the city	★	★	✗	✗	£817k from parking reserve and pre-26/27 DfT funding committed to Harbourside Park phase of this corridor scheme.
East West Active Travel Corridor	Continuation of walking and cycling improvements on key E-W corridor between city centre, Somers Town, and Fratton		✎	✎	✎	£425,600 funding from S106 contributions from Somers Orchard development, potentially topped up with other funding, for improvements on Winston Churchill Avenue.
Western corridor active travel improvements	Developing active travel network improvements to support development along the western corridor of the city, between Tipner and the city centre		✗	✗	✗	Not currently resourced. Potential to resource from developer contributions and/or Mayoral funding
London Road Safer Roads Scheme	Programme of safety improvements on A2047 corridor between Hilsea, north End, and Fratton, with the goal of reducing serious injuries and enhancing accessibility for all road users.	★	★	★		£1.23M funding from DfT Safer Roads Fund, plus £390k parking reserve funding allocated. Potential to top-up budget with consolidated funding capital.

Transform Public Transport

Prioritised schemes	Description	26-27	27-28	28-29	29-30	Notes
Implement Public Transport Strategy actions	Implement the actions of the Public Transport Strategy	★	✎	✎	✎	DfT consolidated funding 26/27 to 29/30 and legacy BSIP funding enables partial delivery of actions identified
Update Enhanced Partnership agreement and BSIP	Updates required to the Enhanced Partnership Agreement between PCC & operators to comply with new government guidance	■				"Business as usual" activity
Bus Service Improvement Plan (BSIP) continued delivery	Continued delivery of programme launched in 2022 delivering measures in PCC's BSIP, including simpler fares, improved routes and higher frequencies, better bus stops, better information and other measures	★	✎	✎	✎	Legacy BSIP funding and DfT consolidated funding 26/27 to 29/30 enables continued delivery of many (but not all) initiatives in current BSIP programme

Transform Public Transport

Prioritised schemes	Description	26–27	27–28	28–29	29–30	Notes
BSIP - deliver physical bus priority	Delivery of highway changes jointly identified by PCC & operators, including bus lanes, red surfacing of bus lanes, layout & signalling changes to prioritise buses	★	★	★	★	<i>Funded through legacy BSIP funds £10.6M capital, £20k revenue).</i> <i>£387k of DfT consolidated funding 26/27 – 29/30 for development of future bus priority schemes.</i>
BSIP – deliver signal bus priority schemes	Delivery of additional signal bus priority schemes	★				<i>Completion of BSIP signal priority programme expected in 26/27, funded by legacy BSIP funds (£1.52m capital).</i>
BSIP – fares & ticketing initiatives	Continuation of the Pompey Hoppa 90 and Pompey Young Persons multi-operator bus tickets and free fare days.	★	★	★	✗	<i>Supported by £164k legacy BSIP funding and £594k DfT consolidated funding 26/27 – 28/29.</i>
BSIP – Travelsafe & crime/fear of crime projects	Projects aimed at reducing crime/fear of crime on bus network, particularly violence against women/girls (VAWG). Aim is to reduce this deterrent to use of buses.	★	★	★	✗	<i>£1.15M DfT consolidated revenue and £70k consolidated capital funding, 26/27 – 28/29.</i>
BSIP – Easy Travel Access Fund	Easy Travel Access Fund providing grants to reduce barriers to use of bus services	★	★	★	✗	<i>Supported by £106k legacy BSIP funding and £916k of DfT consolidated revenue funding 26/27 – 28/29.</i>
Easy Travel Access Fund extension to rail	Extending the Easy Travel Access Fund to also support promotion of/ reduction of barriers to use of rail services in the city		✗	✗	✗	<i>Currently unfunded. PCC will seek funding via train operator Customer/Community Improvement Funding to support this project if opportunities arise.</i>
BSIP – Marketing & promotion	Marketing/promotion of public transport, including to non-users	★	★	★	✗	<i>Supported by £211k legacy BSIP funding and £300k of DfT consolidated revenue funding 26/27 – 28/29.</i>
BSIP – Pompey Link DDRT	Pompey Link DDRT service connecting Paulsgrove, Port Solent and key destinations in north of city	★	★	★	✗	<i>Supported by £932k legacy BSIP funding until end of 2028, and after this date potentially by part of the consolidated funding allocated to enhanced bus services (below)</i>
BSIP – enhanced bus services	Improvements to bus services including mornings, late evenings, weekends and Christmas day	★	★	★	✗	<i>Supported by legacy BSIP funding (£732k) and £3.7M DfT consolidated funding 26/27 – 28/29</i>

Transform Public Transport						
Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
BSIP – deliver bus stops/ shelters improvements	Improvements to bus stops and bus shelters including accessibility & layout improvements and Superstops	★	★	★	★	Funded through legacy BSIP funding (£240k capital, £50k revenue) and £1.52m of DfT consolidated funding 26/27 – 29/30
BSIP – provide e-ink timetable displays at bus stops	Installation of e-ink timetable cases at most stops, to improve passenger information, and enable quick/easy updates	★	★	★	★	Funded through legacy BSIP funding (£987k) and £3.4m of DfT consolidated funding 26/27 – 29/30
BSIP – Improvements to The Hard Interchange	Improvements to passenger facilities and terminal building and safety works around bus station exterior, including hostile vehicle mitigation measures	★				Funded through legacy BSIP funding (£2.07m capital, £233k revenue) plus £213k from parking reserve for hostile vehicle mitigation measures
BSIP – Bus connectivity and communications	Includes RTI displays at bus stops and interchanges, help points and CCTV at key stops, new displays onboard each bus to show onward connections, USB on all buses and improved destination boards on buses	★				Funded through legacy BSIP funding (£2.38m capital, £50k revenue)
Promote sustainable travel options for city events	Communications and marketing activities promoting sustainable travel/ public transport to visitors and residents travelling to city events. Includes travel advisors at The Hard interchange and Tipner P&R on key visitor days.	★	★	★	✗	Delivered via public transport marketing & comms resource. £265k DfT consolidated revenue funding 26/27 – 28/29
Implement dynamic bus priority at signal-controlled junctions	Traffic signal priority for buses	■	■	■	■	Continued operation of existing signal bus priority is "business as usual".
Zero emission bus programme	Continued support for operators to further increase proportion of local bus fleet that is zero emission	✎	✎	✎	✎	Supported by legacy BSIP funding (£1.62M capital) and £4.15M DfT consolidated funding 26/27 – 29/30. Potential to pool with similar funding from neighbouring authorities within Hants & Solent CCA.
SEHRT Strategy/ feasibility studies for future phases	Feasibility studies for schemes development of business cases and funding applications	★	■	■	■	SEHRT "next steps" study completion in 26 – 27 (part funded by TFSE) will set out future strategy and priority schemes

Transform Public Transport

Prioritised schemes	Description	26–27	27–28	28–29	29–30	Notes
Deliver further elements of SEHRT	Deliver bus priority improvements, service enhancements, and other elements of the SEHRT proposals	✎	✖	✖	✖	<i>Anticipate seeking Mayoral or other external funding to progress prioritised actions. Some elements may require development of business case.</i>
Improved transport interchanges and hubs, and first mile/last mile connectivity	Investigate & deliver better transport interchanges and hubs across the city.	★	✎	✎	✎	<i>£494k capital, £35k revenue legacy BSIP funding to deliver elements of Cosham transport hub. Expect that a significant part of the larger schemes development funding (see page 33) will be used to support development of larger transport hub schemes (and associated business cases) identified in the public transport strategy, principally at Tipner P&R, Southsea Clarence Pier, and QAH.</i>
Solent Rail Connectivity SOBC	Complete Strategic Outline Business Case (SOBC) or equivalent for proposals	●				<i>"Business as usual" activity, delivered jointly with Network Rail and Solent Transport</i>
Solent Rail Connectivity scheme promotion	Next steps in development/ promotion of Solent Rail Connectivity scheme following SOBC		✖	✖	✖	<i>"Business as usual" activity, expected to be developed in partnership with rail industry</i>
Promote improved rail journey times to London, Southampton and other destinations	Priorities identified in Policy F of PCC's Public Transport Strategy.	■	■	■	■	<i>"Business as usual" activity. Improvements would have to be delivered by rail industry</i>
Promote improvements to rail station access and facilities	Priorities identified in Policy F & I of PCC's Public Transport Strategy.	✖	✖	✖	✖	<i>"Business as usual" activity. Improvements would have to be majority funded and delivered by rail industry</i>
Investigate better connectivity and integration between bus/rail/active modes and local ferries			✖	✖	✖	
Participation in Transport Focus "Your Bus Journey" survey	Continued participation in Your Bus Journey survey, as required by DfT	★	★	★	✖	<i>Funded through £51k of DfT consolidated funding 26/27 – 28/29</i>

Support Business and Protect Our Assets						
Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
Highway maintenance contract and strategy	Routine maintenance of highway assets including a renewal programme and resurfacing programme on an annual basis	★	★	★	★	<i>Per the council's 2026/27 budget (Transport portfolio capital programme), total estimated contributions to the Highways PFI contract over the years covered by this Implementation Plan are £13,135,072, financed through a combination of DfT consolidated funding (capital) and PCC Highways PFI budget. A contribution of £161,400 of consolidated revenue funding has been allocated to part-fund activities in preparation of end of the PFI contract/ handback in 2030</i>
HPFI Tertiary Roads	Resurfacing of the Tertiary Network once the PFI contract exceeds 20 years	★	★			<i>Supported by £359k funding from PCC corporate reserves</i>
Non HPFI Asset Management	Further investment into all non-PFI highway assets, providing more detailed inspections, planned maintenance and emergency funding	★				<i>Supported by £574k funding, mostly from PCC corporate reserves</i>
Tri-sails repair	Project to replace original sail panels with new material, as well as further works including upgrading of the electricity supply	★				<i>£375k capital PCC contribution, including £100k from Leader's Reserve (further £185k from Tri-Sail Reserve). £90k DfT funding.</i>
Local parking, access, lighting and neighbourhood improvements	Programmes of minor improvements on the highway network, including: -lighting schemes to improve safety and reduce fear of crime -improvement of grass verges on specified roads - minor improvements such as dragons teeth, levelling, traffic calming, one way streets	★				<i>Total £412k across all programmes- £272k from corporate reserves; £100k from parking reserve, and £40k other DfT funding.</i>
Sustainable Urban Drainage Systems (SuDS)	A programme of pilot schemes of Sustainable Drainage Systems (SuDS) predominantly funded by Southern Water at locations on PCC's highway network. This will deliver green infrastructure on the highway aimed primarily at attenuating runoff, but offering co-benefits such as climate resilience and air quality benefits.	●				<i>£450k funding from Southern Water, and additional £50k PCC funding from corporate reserves</i>

Support Business and Protect Our Assets

Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
Develop and submit Lane Rental scheme application to DfT	A Lane Rental Scheme charges a substantial fee per day for any works scheduled on traffic sensitive roads at traffic sensitive times designated as 'lane rental' (10% of the network only)	■				<i>Business case submission planned 2026/27</i>
Implement Lane Rental scheme (if application authorised)	Government (DfT) authorisation required to proceed with scheme		●	●	●	<i>If implemented (2027/28 and beyond), scheme expected to be largely self-funding.</i>
Enforcement of moving traffic offences	Enforcement of moving traffic contraventions eg. banned turn traffic cameras at 4 pilot locations, under part 6 of the Traffic Management Act (TMA), aligned with national legislation (Traffic Management Act 2004, Automated Vehicles Act 2024) and PCC strategies. Scheme will digitise MTO sites, integrate enforcement technology, improve safety, air quality, and traffic flow.	●	●	●	●	<i>Supported by £170k from parking reserve. Scheme is largely self-funding.</i>
Bus lane camera enforcement and tow away	Operation of enforcement cameras on key bus lanes and tow away of vehicles obstructing bus lanes.	★	■	■	■	<i>Supported by legacy BSIP funding (£302k capital, £24k revenue). Camera enforcement continuing as BAU post 26/27</i>
Introduce digital TROs for all new TROs created	Introduce digital Traffic Regulation Orders in line with Government directives and new legislation	■	■	■	■	<i>"Business as usual" activity</i>
Digitisation of existing TROs	Amendment of existing TROs to digital, to comply with potential Government directives linked to new legislation		✗	✗	✗	<i>Amending existing TROs to digital will require additional resource which is currently unfunded.</i>
Submit City Centre Road scheme SOBC	Submit initial Strategic Outline Business Case (SOBC) for City Centre Road major scheme to DfT for approval	★				
Develop/submit City Centre Road FBC/ secure funding	Subject to DfT approval of SOBC, progress to Full Business Case for City Centre Road scheme to enable final decision on scheme funding by central Government via the MRN Fund. Also undertake further technical assessment, design development and contractor engagement to give increased certainty of delivery & overall construction cost		★			<i>£1.65m allocated from various sources including CIL, PCC corporate reserves and DfT funding</i>

Support Business and Protect Our Assets						
Prioritised schemes	Description	26 – 27	27 – 28	28 – 29	29 – 30	Notes
City Centre Road start of works	Subject to FBC and funding, initiate works on site		✗	✗	✗	<i>Scheme delivery dependent on securing significant external funding (c.£47M – £58M) in addition to c. £9.5m PCC funding contribution</i>
Micro-consolidation project	A scheme involving delivery of goods from a micro-consolidation hub to their final destinations using e-cargo bikes	●	●	●	●	<i>Trial resourced through Solent FTZ programme which has now transitioned to a commercially provided "business as usual" service</i>
Complete rollout of Zebrites to all zebra crossings in city	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings	★				<i>One site remains to be upgraded, expected to be completed in 2026.</i>
Install/upgrade traffic signal optimisation technologies (eg MOVA/ SCOOT) at various signal controlled junctions	Programme of MOVA/SCOOT/ signal bus priority installations/upgrades, and other technology upgrades. At all locations where required these schemes are also delivering CCTV, Bluetooth monitoring and Smartcross upgrades.	★				<i>Completion of programme funded through Green Light Fund and BSIP programme funding (for signal bus priority schemes) in 2026/27</i>
Highway VMS screen replacement	Replacement of final 5 old highway VMS screens with modern, more capable units		★			<i>£250k capital from DfT consolidated funding 27/28</i>
Investigate Green Light Optimised Speed Advice (GLOSA) for HGV's	To facilitate better movement of HGV's through signalised junctions		★			<i>Resourced as part of C-ITS & smart cities trials/pilots (below)</i>
C-ITS and smart cities trials/pilots	Small scale trials and pilots of a number of innovations such as digital twins, using data, sensors and new technology to increase efficiency and resilience of the highway network	★	★	★	★	<i>£175k capital from DfT consolidated funding 26/27 to 29/30</i>
Contribution to refresh/upgrade of Solent Sub-Regional Transport Model (SRTM)	Top-up contribution to update/upgrade of SRTM (or successor model) to reflect post-pandemic conditions		●	●		<i>£15k revenue from DfT consolidated funding 28/29. Majority of upgrade to be funded through Solent Transport funding. Delivery of this project may pass to the new Hants & Solent CCA</i>
Preparation for connected and autonomous vehicles	Activities (e.g. infrastructure improvements, improved sensors/data models etc) which help to prepare the network for connected and autonomous vehicles in future, subject to market / legislation development	★	★	★	★	<i>Resourced as part of C-ITS & smart cities trials/pilots (above). Largely dependent on wider automotive industry progress on rollout of connected & autonomous vehicles</i>

Support Business and Protect Our Assets

Prioritised schemes	Description	26-27	27-28	28-29	29-30	Notes
Vehicle Activated Signs (VAS)	Intelligent traffic signs that display real-time information to drivers	★	★	✗	✗	
Replace parking management system at Isambard Brunel multi-storey car park	Parking management system replacement	★				<i>Funded from parking income</i>
Implement CCTV in all car park lifts to improve security	Installation of CCTV in PCC car park lifts	★				
Replacement barrier system for Isambard Brunel multi-storey car park		★				<i>Funded from parking income</i>
Isambard Brunel car park life care plan			▶	▶	▶	<i>Funding options to be explored in 2026/27, aiming to deliver scheme in the 2-3 years following this.</i>
Car park counters(phase 2 and 3)	Installation of automatic traffic counters at additional car park sites	★				<i>£61k funding from parking reserve</i>
Collaboration with National Highways on development of road network	Ongoing collaboration with National Highways on SRN management and development	■	■	■	■	<i>"Business as usual" activity</i>
Road Adoption Policy	Development of Road Adoption Policy for new developments		■	■		
Input into development of Local Plan and associated planning policy documents	Ongoing co-development between Planning Policy and Transport of relevant Planning policies and documents	■	■	■	■	<i>"Business as usual" activity</i>
Transport schemes to support development	Delivery of schemes through S106 and S278 developer funding to support new developments	●	●	●	●	
S106 Travel Plan Monitoring	Monitoring of Travel Plans at those recent developments where these are a planning condition.	●	●	●	●	<i>"Business as usual" activity, resourced through S106 contributions from developers</i>

By 2038 Portsmouth will have a people-centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.

	Deliver Cleaner Air	Prioritise Walking and Cycling	Transform Public Transport	Support business and protect our assets
Year 5	Air quality communications and behaviour change campaigns and events City Centre Clean Air Zone Support delivery of Air Quality Annual Status Report to DEFRA Workplace Sustainable Travel Fund Implement Parking Strategy actions Residents Parking Zone Programme ANPR camera car/vehicle for permit checks in RPZ's Promote low car development Car Club Rental e-scooter trial Shared e-bike service Implement Electric Vehicle Infrastructure (EVI) Strategy actions On-street residential charge point scheme and Local Electric Vehicle Infrastructure Implement Park and Ride marketing and engagement plan Southsea Park and Ride summer service (PR3 route) Park & ride bus priority improvements Continue to develop Tipner Park and Ride, in time developing into a transport hub	Access for people with disabilities Rights of Way Casualty and speed reduction measures Walking and Cycling Strategy Road Safety and Casualty Report Active Travel scheme development, data collection and other delivery resourcing Walking & cycling communications and behaviour change campaigns and events Support delivery of school travel plans School crossing patrol infrastructure Safer Routes to School improvements Play Streets and School Streets Improved crossing facilities Active travel improvements including Quieter Routes improvements Bike hangars Active Pompey Neighbourhoods (APNs) Embed a Healthy Streets approach into transport schemes District & Local Town Centre (DLTC) inclusive spaces design Develop LCWIP feasibility studies and schemes LCWIP network delivery Eastern corridor active travel improvements London Road Safer Roads scheme	Traveline Implement Public Transport Strategy actions Update Enhanced Partnership agreement and BSIP Bus Service Improvement Plan (BSIP) continued delivery BSIP - deliver physical bus priority BSIP - deliver signal bus priority schemes BSIP - fares and ticketing initiatives BSIP - Travelsafe & crime/fear of crime projects BSIP - Easy Travel Access Fund BSIP - Marketing & promotion BSIP - Pompey Link DDRT BSIP - enhanced bus services BSIP - deliver bus stops/shelters improvements BSIP - provide e-ink timetable displays at bus stops BSIP - Improvements to The Hard Interchange BSIP - Bus connectivity and communications Promote sustainable travel options for city events Implement dynamic bus priority at signal-controlled junctions Zero emission bus programme SEHRT Strategy/feasibility studies for future phases Deliver further elements of SEHRT Improved transport interchanges and hubs, and first mile/last mile connectivity Solent Rail Connectivity SOBC Promote improved rail journey times to London, Southampton and other destinations Promote improvements to rail station access and facilities Participation in Transport Focus "Your Bus Journey" survey	Road markings and directional signage Traffic signals & Variable Message Signing (VMS) reconfiguration Highway maintenance contract and strategy HPFI Tertiary Roads Non HPFI Asset Management Tri-sails repair Local parking, access, lighting and neighbourhood improvements Sustainable Urban Drainage Systems (SuDS) Develop and submit Lane Rental scheme application to DfT Enforcement of moving traffic offences Bus lane camera enforcement and tow away Introduce digital TRO's for all new TRO's created Submit City Centre Road scheme SOBC Micro-consolidation project Complete rollout of Zebrites to all zebra crossings in city Install/upgrade traffic signal optimisation technologies (e.g. MOVA/SCOOT) at various signal controlled junctions C-ITS and Smart Cities trials/pilots Preparation for connected and autonomous vehicles Vehicle Activated Signs (VAS) Replace parking management system at Isambard Brunel multi-storey car park Implement CCTV in all car park lifts to improve security Replacement barrier system for Isambard Brunel multi-storey car park Car park counters (phase 2 and 3) Collaboration with National Highways on development of road network Input into development of Local Plan and associated planning policy documents Transport schemes to support development S106 Travel Plan Monitoring
Year 6	Air quality communications and behaviour change campaigns and events(tbc) City Centre Clean Air Zone (tbc) Support delivery of Air Quality Annual Status Report to DEFRA Workplace Sustainable Travel Fund Implement Parking Strategy actions Residents Parking Zone Programme ANPR camera car/vehicle for permit checks in RPZ's (tbc) Explore private non-residential parking restrictions Promote low car development Car Club Rental e-scooter trial Shared e-bike service Implement Electric Vehicle Infrastructure (EVI) Strategy actions On-street residential charge point scheme and Local Electric Vehicle Infrastructure Implement Park and Ride marketing and engagement plan Southsea Park and Ride summer service (PR3 route) (tbc) Continue to develop Tipner Park and Ride, in time developing into a transport hub	Access for people with disabilities Rights of Way Casualty and speed reduction measures Walking and Cycling Strategy Road Safety and Casualty Report Active Travel scheme development, data collection and other delivery resourcing Walking & cycling communications and behaviour change campaigns and events Support delivery of school travel plans School crossing patrol infrastructure Safer Routes to School improvements Play Streets and School Streets Improved crossing facilities Active travel improvements including Quieter Routes improvements Bike hangars Active Pompey Neighbourhoods (APNs) Embed a Healthy Streets approach into transport schemes District & Local Town Centre (DLTC) inclusive spaces design Develop LCWIP feasibility studies and schemes LCWIP network delivery Eastern corridor active travel improvements East West Active Travel Corridor Western corridor active travel improvements London Road Safer Roads scheme	Traveline Implement Public Transport Strategy actions Bus Service Improvement Plan (BSIP) continued delivery BSIP - delivery physical bus priority BSIP - fares and ticketing initiatives BSIP - Travelsafe & crime/fear of crime projects BSIP - Easy Travel Access Fund Easy Travel Access Fund extension to rail BSIP - Marketing & promotion BSIP - Pompey Link DDRT BSIP - enhanced bus services BSIP - deliver bus stops/shelters improvements BSIP - provide e-ink timetable displays at bus stops Promote sustainable travel options for city events Implement dynamic bus priority at signal-controlled junctions Zero emission bus programme SEHRT Strategy/feasibility studies for future phases Deliver further elements of SEHRT Improved transport interchanges and hubs, and first mile/last mile connectivity Solent Rail Connectivity scheme promotion Promote improved rail journey times to London, Southampton and other destinations Promote improvements to rail station access and facilities Investigate better connectivity and integration between bus/rail/active modes and local ferries Participation in Transport Focus "Your Bus Journey" survey	Road markings and directional signage Traffic signals & Variable Message Signing (VMS) reconfiguration Highway maintenance contract and strategy HPFI Tertiary Roads Implement Lane Rental scheme (if application authorised) Enforcement of moving traffic offences Bus lane camera enforcement and tow away Introduce digital TRO's for all new TRO's created Digitisation of existing TRO's Develop/submit City Centre Road FBC/secure funding City Centre Road start of works Micro-consolidation project Highway VMS screen replacement Investigate Green Light Optimised Speed Advice (GLOSA) for HGV's C-ITS and Smart Cities trials/pilots Contribution to refresh/upgrade of Solent Sub-Regional Transport Model (SRTM) Preparation for connected and autonomous vehicles Vehicle Activated Signs (VAS) Isambard Brunel car park life care plan Collaboration with National Highways on development of road network Road Adoption Policy Input into development of Local Plan and associated planning policy documents Transport schemes to support development S106 Travel Plan Monitoring
Year 7	Air quality communications and behaviour change campaigns and events (tbc) City Centre Clean Air Zone (tbc) Support delivery of Air Quality Annual Status Report to DEFRA Workplace Sustainable Travel Fund Implement Parking Strategy actions Residents Parking Zone Programme ANPR camera car/vehicle for permit checks in RPZ's (tbc) Promote low car development Car Club Rental e-scooter trial (tbc) Shared e-bike service Implement Electric Vehicle Infrastructure (EVI) Strategy actions On-street residential charge point scheme and Local Electric Vehicle Infrastructure Implement Park and Ride marketing and engagement plan Southsea Park and Ride summer service (PR3 route) (tbc) Continue to develop Tipner Park and Ride, in time developing into a transport hub	Access for people with disabilities Rights of Way Casualty and speed reduction measures Road Safety and Casualty Report Active Travel scheme development, data collection and other delivery resourcing Walking & cycling communications and behaviour change campaigns and events Support delivery of school travel plans School crossing patrol infrastructure Safer Routes to School improvements Play Streets and School Streets Improved crossing facilities Active travel improvements including Quieter Routes improvements Bike hangars Active Pompey Neighbourhoods (APNs) Embed a Healthy Streets approach into transport schemes District & Local Town Centre (DLTC) inclusive spaces design Develop LCWIP feasibility studies and schemes LCWIP network delivery Eastern corridor active travel improvements East West Active Travel Corridor Western corridor active travel improvements London Road Safer Roads scheme	Traveline Implement Public Transport Strategy actions Bus Service Improvement Plan (BSIP) continued delivery BSIP - delivery physical bus priority BSIP - fares and ticketing initiatives BSIP - Travelsafe & crime/fear of crime projects BSIP - Easy Travel Access Fund Easy Travel Access Fund extension to rail BSIP - Marketing & promotion BSIP - Pompey Link DDRT BSIP - enhanced bus services BSIP - deliver bus stops/shelters improvements BSIP - provide e-ink timetable displays at bus stops Promote sustainable travel options for city events Implement dynamic bus priority at signal-controlled junctions Zero emission bus programme SEHRT Strategy/feasibility studies for future phases Deliver further elements of SEHRT Improved transport interchanges and hubs, and first mile/last mile connectivity Solent Rail Connectivity scheme promotion Promote improved rail journey times to London, Southampton and other destinations Promote improvements to rail station access and facilities Investigate better connectivity and integration between bus/rail/active modes and local ferries Participation in Transport Focus "Your Bus Journey" survey	Road markings and directional signage Traffic signals & Variable Message Signing (VMS) reconfiguration Highway maintenance contract and strategy Implement Lane Rental scheme (if application authorised) Enforcement of moving traffic offences Bus lane camera enforcement and tow away Introduce digital TRO's for all new TRO's created Digitisation of existing TRO's City Centre Road start of works Micro-consolidation project C-ITS and Smart Cities trials/pilots Contribution to refresh/upgrade of Solent Sub-Regional Transport Model (SRTM) Preparation for connected and autonomous vehicles Vehicle Activated Signs (VAS) Isambard Brunel car park life care plan Collaboration with National Highways on development of road network Road Adoption Policy Input into development of Local Plan and associated planning policy documents Transport schemes to support development S106 Travel Plan Monitoring

By 2038 Portsmouth will have a people-centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.

	Deliver Cleaner Air	Prioritise Walking and Cycling	Transform Public Transport	Support business and protect our assets
Year 8	Air quality communications and behaviour change campaigns and events (tbc) City Centre Clean Air Zone (tbc)Support delivery of Air Quality Annual Status Report to DEFRA Workplace Sustainable Travel FundImplement Parking Strategy actions Residents Parking Zone ProgrammeANPR camera car/vehicle for permit checks in RPZ's (tbc) Promote low car developmentCar ClubRental e-scooter trial (tbc)Shared e-bike service Implement Electric Vehicle Infrastructure (EVI) Strategy actions On-street residential charge point scheme and Local Electric Vehicle Infrastructure Implement Park and Ride marketing and engagement plan Southsea Park and Ride summer service (PR3 route) (tbc) Continue to develop Tipner Park and Ride, in time developing into a transport hub	Access for people with disabilitiesRights of WayCasualty and speed reduction measures Road Safety and Casualty Report Active Travel scheme development, data collection and other delivery resourcing Walking & cycling communications and behaviour change campaigns and events Support delivery of school travel plansSchool crossing patrol infrastructure Safer Routes to School improvementsPlay Streets and School StreetsImproved crossing facilities Active travel improvements including Quieter Routes improvementsBike hangars Active Pompey Neighbourhoods (APNs)Embed a Healthy Streets approach into transport schemes District & Local Town Centre (DLTC) inclusive spaces design Develop LCWIP feasibility studies and schemesLCWIP network delivery Eastern corridor active travel improvementsEast West Active Travel Corridor Western corridor active travel improvements	TravelineImplement Public Transport Strategy actions Bus Service Improvement Plan (BSIP) continued deliveryBSIP - delivery physical bus priority BSIP - fares and ticketing initiativesBSIP - Travelsafe & crime/fear of crime projects BSIP - Easy Travel Access FundEasy Travel Access Fund extension to rail BSIP - Marketing & promotionBSIP - Pompey Link DDRTBSIP - enhanced bus services BSIP - deliver bus stops/shelters improvementsBSIP - provide e-ink timetable displays at bus stops Promote sustainable travel options for city events Implement dynamic bus priority at signal-controlled junctionsZero emission bus programme SEHRT Strategy/feasibility studies for future phasesDeliver further elements of SEHRT Improved transport interchanges and hubs, and first mile/last mile connectivity Solent Rail Connectivity scheme promotion Promote improved rail journey times to London, Southampton and other destinations Promote improvements to rail station access and facilities Investigate better connectivity and integration between bus/rail/active modes and local ferries Participation in Transport Focus "Your Bus Journey" survey	Road markings and directional signage Traffic signals & Variable Message Signing (VMS) reconfiguration Highway maintenance contract and strategyImplement Lane Rental scheme (if application authorised) Enforcement of moving traffic offencesBus lane camera enforcement and tow away Introduce digital TRO's for all new TRO's createdDigitisation of existing TRO's City Centre Road start of worksMicro-consolidation projectC-ITS and Smart Cities trials/pilots Preparation for connected and autonomous vehiclesVehicle Activated Signs (VAS) Isambard Brunel car park life care plan Collaboration with National Highways on development of road network Input into development of Local Plan and associated planning policy documents Transport schemes to support developmentS106 Travel Plan Monitoring
Longer-term	Air quality communications and behaviour change campaigns and events (tbc) Support delivery of Air Quality Annual Status Report to DEFRAImplement Parking Strategy actions Residents Parking Zone ProgrammePromote low car developmentCar ClubShared e-bike service Implement Electric Vehicle Infrastructure (EVI) Strategy actions On-street residential charge point scheme and Local Electric Vehicle Infrastructure Implement Park and Ride marketing and engagement plan Southsea Park and Ride summer service (PR3 route) (tbc) Continue to develop Tipner Park and Ride, in time developing into a transport hub	Access for people with disabilitiesRights of WayCasualty and speed reduction measures Road Safety and Casualty Report Active Travel scheme development, data collection and other delivery resourcing Walking and cycling communications and behaviour change campaigns and events Support delivery of school travel plansSchool crossing patrol infrastructure Safer Routes to School improvementsPlay Streets and School StreetsImproved crossing facilities Active travel improvements including Quieter Routes improvementsBike hangars Active Pompey Neighbourhoods (APNs)Embed a Healthy Streets approach into transport schemes Develop LCWIP feasibility studies and schemesLCWIP network delivery Eastern corridor active travel improvementsEast West Active Travel Corridor Western corridor active travel improvements	TravelineImplement Public Transport Strategy actions Promote sustainable travel options for city events Implement dynamic bus priority at signal-controlled junctionsZero emission bus programme SEHRT Strategy/feasibility studies for future phasesDeliver further elements of SEHRT Improved transport interchanges and hubs, and first mile/last mile connectivity Solent Rail Connectivity scheme promotion Promote improved rail journey times to London, Southampton and other destinations Promote improvements to rail station access and facilities Investigate better connectivity and integration between bus/rail/active modes and local ferries	Road markings and directional signage Traffic signals & Variable Message Signing (VMS) reconfiguration Highway maintenance contract and strategyEnforcement of moving traffic offences Bus lane camera enforcement and tow awayIntroduce digital TRO's for all new TRO's created City Centre Road completion of worksC-ITS and Smart Cities trials/pilots Preparation for connected and autonomous vehiclesVehicle Activated Signs (VAS) Collaboration with National Highways on development of road network Input into development of Local Plan and associated planning policy documents Transport schemes to support developmentS106 Travel Plan Monitoring

Strategic focus

This Implementation Plan sets out a clear priority for schemes to be delivered during the next four years to ensure that the strategic objectives can be met within the remaining 12 years of the Portsmouth Transport Strategy.

The actions identified for the next four years of the plan contribute to achieving each strategic objective.

Deliver cleaner air

The programme of projects and activities proposed for the period 2026/27 to 2029/30 builds on the measures delivered through the first four years of the Portsmouth Transport Strategy. The introduction of the CAZ in 2021, alongside associated interventions funded through the original business case, has contributed to sustained improvements in air quality across the city in the long term.

However, the latest validated monitoring data indicates that, whilst city-wide compliance has been maintained, there remains localised non-compliance at Alfred Road – this together with a deterioration in concentrations at approximately 80% of monitoring locations between 2024 and 2025 introduces a residual compliance risk and reduces confidence in the ongoing stability of recent improvements.

As a result, although a pathway towards CAZ decommissioning remains possible (subject to sustained compliance and supporting modelling) this position will be subject to further detailed assessment by Defra. The immediate focus therefore remains on maintaining compliance and addressing localised exceedances in the short to medium term.

Given the current programme position and evolving evidence base, there is no confirmed availability of additional, dedicated central Government funding to support new cleaner air interventions. Any future funding will be dependent on Defra's assessment of ongoing compliance risks, the requirement for further measures, and the strength of the Council's evidence base in support of targeted interventions.

However as set out in the council's Clean Air Strategy 2025 – 2040,²⁷ there is no safe level of air pollution, and the Council has set a mission that everyone in Portsmouth should be able to breathe air that does not damage their health and wellbeing. Transport is a major source of air pollutants. Therefore this Implementation Plan sets out a continued programme of actions over the next four years which will broadly help to reduce pollution from the transport network, city-wide. Projects which most directly contribute to this are set out in the table of schemes supporting cleaner air (page 36).

A significant programme of projects which support this objective are planned to continue – such as continuation and expansion of our Electric Vehicle Infrastructure programme, further improvements to the offer at Portsmouth Park and Ride, and continued development of shared and low/zero emission transport options which provide alternatives to the private car. The Council will also look to bring forward actions identified in the Portsmouth Parking Strategy²⁸ which will help to support greater uptake of low/zero emission vehicles by residents.

Additionally, many of the schemes delivered to meet the “prioritise walking and cycling” and “transform public transport” objectives

²⁷ <https://democracy.portsmouth.gov.uk/documents/s61474/Appendix A - Clean Air Strategy 2026-2040.pdf>

²⁸ <https://travel.portsmouth.gov.uk/cleaner-air/portsmouth-parking-strategy/>



will also have positive effects on air quality, by encouraging greater travel by foot, cycle and public transport, especially for shorter journeys. Some of these actions- most notably our plans to support continued electrification of the city's bus fleet (in line with Policy L of the Public Transport Strategy²⁹) – will result in direct reductions in air pollutant emissions.

Prioritise walking and cycling

Schemes to provide improvements to walking and cycling routes and improve crossing facilities will continue to be developed during the next four years, building on the schemes delivered

and developed in the first four years of the plan. Further work to deliver schemes on the LCWIP network³⁰ will be undertaken along with other walking and cycling infrastructure improvements, strengthening the development of routes within the city and towards the city centre.

As set out in the 2024/25 LTP Annual Monitoring Report,³¹ this is the strategic objective where performance over the first three years of the Portsmouth Transport Strategy was weakest, reflecting relatively limited amounts of central government funding to support improvements to these modes of transport. Despite this, some encouraging signs are evident (for example,

²⁹ <https://travel.portsmouth.gov.uk/wp-content/uploads/2026/03/public-transport-strategy-2026-2040-aa-accessible.pdf>

³⁰ https://travel.portsmouth.gov.uk/wp-content/uploads/2021/11/74.463_LCWIP_Plan_Accessible.pdf

³¹ <https://democracy.portsmouth.gov.uk/documents/s58940/Local Transport Plan 4 Annual Monitoring Report 202425.pdf>

modest increases in public satisfaction with walking and cycling infrastructure provision).

In this implementation plan period, the DfT consolidated funding will result in an uplift in the funding available for local transport schemes, particularly towards the end of the period (2028/29 and 29/30). Given the need for greater progress on measures which enable more people in Portsmouth to walk or cycle for more journeys, in this Implementation Plan, the Council have decided to allocate a larger proportion of the additional consolidated funding to schemes supporting this strategic objective. This will also support the ambitions to achieve a higher Active Travel Capability score (which will in turn unlock a further uplift in funding for walking and cycling improvements).

Transform public transport

This objective has seen the most progress in the first three years of the Portsmouth Transport Strategy.

Work delivered through the Bus Service Improvement Plan (BSIP) (2022 – 2026) and the Transforming Cities Fund programme (2019 – 2024) has led to strong growth in bus use. In 2025, there were 11.9 million bus journeys in Portsmouth, compared to an average of 11 million per year between 2015 and 2019. This means bus use is now above pre-pandemic levels, while many other areas have yet to recover.

Rail use has also returned to pre-pandemic levels, performing better than post-pandemic trends seen in many other places.

The Council's Public Transport Strategy, adopted 2026, sets the council's policies and prioritised actions for continuing to transform public transport in the coming years. The DfT consolidated funding combined with legacy

BSIP funding will enable continued delivery, joint with local public transport operators, of a strong programme of public transport investment and support during this Implementation Plan period, building upon the considerable improvements achieved to date.

Support business and protect our assets

The operation of a safe, efficient, reliable highway network which supports business and protects our assets is the backbone to transport throughout the city. Monitoring and evaluation for the first three years of the Portsmouth Transport Strategy has assessed that the council has generally performed well against this objective compared to other areas. Overall public satisfaction with highway maintenance is consistently well above the national average, and overall traffic counts grew only minimally between 2021/22 and 2023/24, and by less than the national average. However there is still scope to do more, particularly on managing the impact of utilities roadworks, and on responding to the additional demand on the highway network that is expected over time through development and population growth. This Implementation Plan allocates resource to schemes which will help to address these challenges, whilst also continuing to allocate sufficient resource to ensure that the highway network remains well-maintained.

There are also particular opportunities to use data, technology and connected and intelligent transport systems to extract more capacity from our constrained highway network and help drivers make better-informed and more reliable journeys. This Implementation Plan will support continued innovation and progress in this area.

The tables below show the strategies, plans and schemes which have been prioritised for delivery during the period of this Implementation Plan. These are shown for years 4, 5 and 6 and longer term.



Table 1: Deliver cleaner air

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Air quality communications and behaviour change campaigns and events	tbc	tbc	tbc	tbc
City Centre Clean Air Zone	tbc	tbc	tbc	
Support delivery of Air Quality Annual Status Report to DEFRA	Support delivery of Air Quality Annual Status Report to DEFRA	Support delivery of Air Quality Annual Status Report to DEFRA	Support delivery of Air Quality Annual Status Report to DEFRA	Support delivery of Air Quality Annual Status Report to DEFRA
Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	
Implement Parking Strategy actions	Implement Parking Strategy actions	Implement Parking Strategy actions	Implement Parking Strategy actions	Implement Parking Strategy actions
Residents Parking Zone Programme	Residents Parking Zone Programme	Residents Parking Zone Programme	Residents Parking Zone Programme	Residents Parking Zone Programme
ANPR camera car/ vehicle for permit checks in RPZ's	tbc	tbc	tbc	
	Explore private non-residential parking restrictions			
Promote low car development	Promote low car development	Promote low car development	Promote low car development	Promote low car development
Car Club	Car Club	Car Club	Car Club	Car Club
Rental e-scooter trial	Rental e-scooter trial	tbc	tbc	
Shared e-bike service	Shared e-bike service	Shared e-bike service	Shared e-bike service	Shared e-bike service
Implement Electric Vehicle Infrastructure (EVI) Strategy actions	Implement Electric Vehicle Infrastructure (EVI) Strategy actions	Implement Electric Vehicle Infrastructure (EVI) Strategy actions	Implement Electric Vehicle Infrastructure (EVI) Strategy actions	Implement Electric Vehicle Infrastructure (EVI) Strategy actions
On-street residential charge point scheme and Local Electric Vehicle Infrastructure	On-street residential charge point scheme and Local Electric Vehicle Infrastructure	On-street residential charge point scheme and Local Electric Vehicle Infrastructure	On-street residential charge point scheme and Local Electric Vehicle Infrastructure	On-street residential charge point scheme and Local Electric Vehicle Infrastructure
Implement Park and Ride marketing and engagement plan	Implement Park and Ride marketing and engagement plan	Implement Park and Ride marketing and engagement plan	Implement Park and Ride marketing and engagement plan	Implement Park and Ride marketing and engagement plan
Southsea Park and Ride summer service (PR3 route)	tbc	tbc	tbc	tbc

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Park & ride bus priority improvements				
Continue to develop Tipner Park and Ride, in time developing into a transport hub	Continue to develop Tipner Park and Ride, in time developing into a transport hub	Continue to develop Tipner Park and Ride, in time developing into a transport hub	Continue to develop Tipner Park and Ride, in time developing into a transport hub	Continue to develop Tipner Park and Ride, in time developing into a transport hub



Table 2: Prioritise Walking and Cycling

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	Access for people with disabilities
Rights of Way	Rights of Way	Rights of Way	Rights of Way	Rights of Way
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures
Walking and Cycling Strategy	Walking and Cycling Strategy			
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report
Active Travel scheme development, data collection and other delivery resourcing	Active Travel scheme development, data collection and other delivery resourcing	Active Travel scheme development, data collection and other delivery resourcing	Active Travel scheme development, data collection and other delivery resourcing	Active Travel scheme development, data collection and other delivery resourcing
Walking & cycling communications and behaviour change campaigns and events	Walking & cycling communications and behaviour change campaigns and events	Walking & cycling communications and behaviour change campaigns and events	Walking & cycling communications and behaviour change campaigns and events	Walking and cycling communications and behaviour change campaigns and events
Support delivery of school travel plans	Support delivery of school travel plans	Support delivery of school travel plans	Support delivery of school travel plans	Support delivery of school travel plans
School crossing patrol infrastructure	School crossing patrol infrastructure	School crossing patrol infrastructure	School crossing patrol infrastructure	School crossing patrol infrastructure
Safer Routes to School improvements	Safer Routes to School improvements	Safer Routes to School improvements	Safer Routes to School improvements	Safer Routes to School improvements
Play Streets and School Streets	Play Streets and School Streets	Play Streets and School Streets	Play Streets and School Streets	Play Streets and School Streets

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Improved crossing facilities	Improved crossing facilities	Improved crossing facilities	Improved crossing facilities	Improved crossing facilities
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	Active travel improvements including Quieter Routes improvements
Bike hangars	Bike hangars	Bike hangars	Bike hangars	Bike hangars
Active Pompey Neighbourhoods (APNs)	Active Pompey Neighbourhoods (APNs)	Active Pompey Neighbourhoods (APNs)	Active Pompey Neighbourhoods (APNs)	Active Pompey Neighbourhoods (APNs)
Embed a Healthy Streets approach into transport schemes	Embed a Healthy Streets approach into transport schemes	Embed a Healthy Streets approach into transport schemes	Embed a Healthy Streets approach into transport schemes	Embed a Healthy Streets approach into transport schemes
District & Local Town Centre (DLTC) inclusive spaces design	District & Local Town Centre (DLTC) inclusive spaces design	District & Local Town Centre (DLTC) inclusive spaces design	District & Local Town Centre (DLTC) inclusive spaces design	
Develop LCWIP feasibility studies and schemes	Develop LCWIP feasibility studies and schemes	Develop LCWIP feasibility studies and schemes	Develop LCWIP feasibility studies and schemes	Develop LCWIP feasibility studies and schemes
LCWIP network delivery	LCWIP network delivery	LCWIP network delivery	LCWIP network delivery	LCWIP network delivery
Eastern corridor active travel improvements	Eastern corridor active travel improvements	Eastern corridor active travel improvements	Eastern corridor active travel improvements	Eastern corridor active travel improvements
	East West Active Travel Corridor	East West Active Travel Corridor	East West Active Travel Corridor	East West Active Travel Corridor
	Western corridor active travel improvements	Western corridor active travel improvements	Western corridor active travel improvements	Western corridor active travel improvements
London Road Safer Roads scheme	London Road Safer Roads scheme	London Road Safer Roads scheme		



Table 3: Transform Public Transport

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Traveline	Traveline	Traveline	Traveline	Traveline
Implement Public Transport Strategy actions	Implement Public Transport Strategy actions	Implement Public Transport Strategy actions	Implement Public Transport Strategy actions	Implement Public Transport Strategy actions

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Update Enhanced Partnership agreement and BSIP				
Bus Service Improvement Plan (BSIP) continued delivery	Bus Service Improvement Plan (BSIP) continued delivery	Bus Service Improvement Plan (BSIP) continued delivery	Bus Service Improvement Plan (BSIP) continued delivery	
BSIP – deliver physical bus priority	BSIP – deliver physical bus priority	BSIP – deliver physical bus priority	BSIP – deliver physical bus priority	
BSIP – deliver signal bus priority schemes				
BSIP – fares and ticketing initiatives	BSIP – fares and ticketing initiatives	BSIP – fares and ticketing initiatives	BSIP – fares and ticketing initiatives	
BSIP – Travelsafe & crime/fear of crime projects	BSIP – Travelsafe & crime/fear of crime projects	BSIP – Travelsafe & crime/fear of crime projects	BSIP – Travelsafe & crime/fear of crime projects	
BSIP – Easy Travel Access Fund	BSIP – Easy Travel Access Fund	BSIP – Easy Travel Access Fund	BSIP – Easy Travel Access Fund	
	Easy Travel Access Fund extension to rail	Easy Travel Access Fund extension to rail	Easy Travel Access Fund extension to rail	
BSIP – Marketing & promotion	BSIP – Marketing & promotion	BSIP – Marketing & promotion	BSIP – Marketing & promotion	
BSIP – Pompey Link DDRT	BSIP – Pompey Link DDRT	BSIP – Pompey Link DDRT	BSIP – Pompey Link DDRT	
BSIP – enhanced bus services	BSIP – enhanced bus services	BSIP – enhanced bus services	BSIP – enhanced bus services	
BSIP – deliver bus stops/shelters improvements	BSIP – deliver bus stops/shelters improvements	BSIP – deliver bus stops/shelters improvements	BSIP – deliver bus stops/shelters improvements	
BSIP – provide e-ink timetable displays at bus stops	BSIP – provide e-ink timetable displays at bus stops	BSIP – provide e-ink timetable displays at bus stops	BSIP – provide e-ink timetable displays at bus stops	
BSIP – Improvements to The Hard Interchange				
BSIP – Bus connectivity and communications				
Promote sustainable travel options for city events	Promote sustainable travel options for city events	Promote sustainable travel options for city events	Promote sustainable travel options for city events	Promote sustainable travel options for city events
Implement dynamic bus priority at signal-controlled junctions	Implement dynamic bus priority at signal-controlled junctions	Implement dynamic bus priority at signal-controlled junctions	Implement dynamic bus priority at signal-controlled junctions	Implement dynamic bus priority at signal-controlled junctions

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Zero emission bus programme	Zero emission bus programme	Zero emission bus programme	Zero emission bus programme	Zero emission bus programme
SEHRT Strategy/ feasibility studies for future phases	SEHRT Strategy/ feasibility studies for future phases	SEHRT Strategy/ feasibility studies for future phases	SEHRT Strategy/ feasibility studies for future phases	SEHRT Strategy/ feasibility studies for future phases
Deliver further elements of SEHRT	Deliver further elements of SEHRT	Deliver further elements of SEHRT	Deliver further elements of SEHRT	Deliver further elements of SEHRT
Improved transport interchanges and hubs, and first mile/last mile connectivity	Improved transport interchanges and hubs, and first mile/last mile connectivity	Improved transport interchanges and hubs, and first mile/last mile connectivity	Improved transport interchanges and hubs, and first mile/last mile connectivity	Improved transport interchanges and hubs, and first mile/last mile connectivity
Solent Rail Connectivity SOBC				
	Solent Rail Connectivity scheme promotion	Solent Rail Connectivity scheme promotion	Solent Rail Connectivity scheme promotion	Solent Rail Connectivity scheme promotion
Promote improved rail journey times to London, Southampton and other destinations	Promote improved rail journey times to London, Southampton and other destinations	Promote improved rail journey times to London, Southampton and other destinations	Promote improved rail journey times to London, Southampton and other destinations	Promote improved rail journey times to London, Southampton and other destinations
Promote improvements to rail station access and facilities	Promote improvements to rail station access and facilities	Promote improvements to rail station access and facilities	Promote improvements to rail station access and facilities	Promote improvements to rail station access and facilities
	Investigate better connectivity and integration between bus/rail/active modes and local ferries	Investigate better connectivity and integration between bus/rail/active modes and local ferries	Investigate better connectivity and integration between bus/rail/active modes and local ferries	Investigate better connectivity and integration between bus/rail/active modes and local ferries
Participation in Transport Focus "Your Bus Journey" survey	Participation in Transport Focus "Your Bus Journey" survey	Participation in Transport Focus "Your Bus Journey" survey	Participation in Transport Focus "Your Bus Journey" survey	



Table 4: Support business and protect our assets

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage	Road markings and directional signage	Road markings and directional signage
Traffic signals & Variable Message Signing (VMS) reconfiguration	Traffic signals & Variable Message Signing (VMS) reconfiguration	Traffic signals & Variable Message Signing (VMS) reconfiguration	Traffic signals & Variable Message Signing (VMS) reconfiguration	Traffic signals & Variable Message Signing (VMS) reconfiguration
Highway maintenance contract and strategy	Highway maintenance contract and strategy	Highway maintenance contract and strategy	Highway maintenance contract and strategy	Highway maintenance contract and strategy
HPFI Tertiary Roads	HPFI Tertiary Roads			
Non HPFI Asset Management				
Tri-sails repair				
Local parking, access, lighting and neighbourhood improvements				
Sustainable Urban Drainage Systems (SuDS)				
Develop and submit Lane Rental scheme application to DfT				
	Implement Lane Rental scheme (if application authorised)	Implement Lane Rental scheme (if application authorised)	Implement Lane Rental scheme (if application authorised)	Implement Lane Rental scheme (if application authorised)
Enforcement of moving traffic offences	Enforcement of moving traffic offences	Enforcement of moving traffic offences	Enforcement of moving traffic offences	Enforcement of moving traffic offences
Bus lane camera enforcement and tow away	Bus lane camera enforcement and tow away	Bus lane camera enforcement and tow away	Bus lane camera enforcement and tow away	Bus lane camera enforcement and tow away
Introduce digital TROs for all new TROs created	Introduce digital TROs for all new TROs created	Introduce digital TROs for all new TROs created	Introduce digital TROs for all new TROs created	Introduce digital TROs for all new TROs created
	Digitisation of existing TROs	Digitisation of existing TROs	Digitisation of existing TROs	
Submit City Centre Road scheme SOBC				
	Develop/submit City Centre Road FBC/secure funding			

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
	City Centre Road start of works	City Centre Road start of works	City Centre Road start of works	City Centre Road completion of works
Micro-consolidation project	Micro-consolidation project	Micro-consolidation project	Micro-consolidation project	
Complete rollout of Zebrites to all zebra crossings in city				
Install/upgrade traffic signal optimisation technologies (e.g. MOVA/SCOOT) at various signal controlled junctions				
	Highway VMS screen replacement			
	Investigate Green Light Optimised Speed Advice (GLOSA) for HGV's			
C-ITS and Smart Cities trials/pilots	C-ITS and Smart Cities trials/pilots	C-ITS and Smart Cities trials/pilots	C-ITS and Smart Cities trials/pilots	C-ITS and Smart Cities trials/pilots
	Contribution to refresh/upgrade of Solent Sub-Regional Transport Model (SRTM)	Contribution to refresh/upgrade of Solent Sub-Regional Transport Model (SRTM)		
Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles	Preparation for connected and autonomous vehicles
Vehicle Activated Signs (VAS)	Vehicle Activated Signs (VAS)	Vehicle Activated Signs (VAS)	Vehicle Activated Signs (VAS)	Vehicle Activated Signs (VAS)
Replace parking management system at Isambard Brunel multi-storey car park				
Implement CCTV in all car park lifts to improve security				
Replacement barrier system for Isambard Brunel multi-storey car park				

Year 5 (2026/27)	Year 6 (2027/28)	Year 7 (2028/29)	Year 8 (2029/30)	Longer-term
	Isambard Brunel car park life care plan	Isambard Brunel car park life care plan	Isambard Brunel car park life care plan	
Car park counters (phase 2 and 3)				
Collaboration with National Highways on development of road network	Collaboration with National Highways on development of road network	Collaboration with National Highways on development of road network	Collaboration with National Highways on development of road network	Collaboration with National Highways on development of road network
	Road Adoption Policy	Road Adoption Policy		
Input into development of Local Plan and associated planning policy documents	Input into development of Local Plan and associated planning policy documents	Input into development of Local Plan and associated planning policy documents	Input into development of Local Plan and associated planning policy documents	Input into development of Local Plan and associated planning policy documents
Transport schemes to support development	Transport schemes to support development	Transport schemes to support development	Transport schemes to support development	Transport schemes to support development
S106 Travel Plan Monitoring	S106 Travel Plan Monitoring	S106 Travel Plan Monitoring	S106 Travel Plan Monitoring	S106 Travel Plan Monitoring

Making it happen



Ongoing community engagement

The Council will continue to engage with residents and stakeholders in the design, development and delivery of all schemes, strategies and initiatives and actively seek views from across our diverse community, in line with the requirements of funding, to help us understand the different needs of people who use the transport network. As such, each of the prioritised interventions will have a clear engagement and consultation plan throughout their development.

The Council will engage key stakeholders to develop schemes and initiatives, and where identified, carry out surveys, events and focus groups to discuss and develop the schemes

with the local community. Where required, formal consultation will be undertaken, such as through the Traffic Regulation Order process. This will be used to inform the recommendations made to the Cabinet Member for Transport. The Council will engage with the local community and stakeholders at key milestones as identified in the engagement and consultation plan both during development and implementation as appropriate for each individual scheme's requirements.

As part of its ongoing commitment to engagement, the Council has set up a community panel to help shape public transport initiatives. This supports ongoing discussions, encourages

positive behaviour change, and helps create a transport system that works for everyone.

This approach could also be used in other areas of the work programme.

Governance

Internal Governance

The way in which our programmes and schemes are funded has changed significantly in the last few years, with particular change coming from 2026 onwards due to the creation of the HSCCA and the new local transport funding system (consolidated funding), which the Government has introduced from 2026/27 to 2029/30.

With the new funding arrangements, and continuation/completion of some previous funding allocations, there needs to be the right governance to enable delivery in the best possible way. A new model of governance was developed in 2025, significantly changing the approach compared to that set out in the first Implementation Plan (years 1 to 3). This is set out in the diagram to the right. The Transport Delivery Sponsoring Group has oversight of all transport schemes; and reporting up to this are a series of thematic programme boards which in turn manage over 100 capital projects, other revenue funded projects, strategy development and emerging work, through a defined process.

In turn, the Transport Strategy Review Board – chaired by the Cabinet Member for Transport – has oversight of the overall delivery of schemes in this Implementation Plan and ensuring that focus on achieving the Transport Strategy vision and objectives is retained.

Transport Strategy Review Board

Chaired by the Cabinet Member for Transport

Transport delivery sponsor group

Terms of reference

Receives reports by exception
Takes key decisions, sets priorities
All programmes report via Sponsor Group
Upward member reporting

Membership

Chair and SRO – Assistant Director
Programme Directors
Finance
Legal
Infrastructure
Comms

Programme boards

Bus Service Improvement Plan

South East Hampshire Rapid Transit

Transport Innovation & Improvement

LTP programme delivery

Electric Vehicle Infrastructure

Road Safety & Active Travel

Feasibility

Future Transport

Passenger Transport

Others as identified

Terms of reference

Reports up to TDSG by exception
Escalates key decisions to Sponsor Group
Makes programme-level decisions Membership

Membership

Chair – Programme Director
Programme Manager
Project Managers
Finance
Legal
Infrastructure
Comms

Project boards by exception

Individual project management

Gateway checks by

Programme Manager
Project Manager

External Governance

Many of the projects identified in this Implementation Plan are funded and/or delivered jointly with partners. Whilst these projects remain subject to the governance and reporting process for internal projects, they are also subject to external governance arrangements involving partners. Key external governance arrangements relevant to projects in this Implementation Plan are:

Hampshire & Solent Combined County Authority (HSCCA): Transport schemes delivered by Portsmouth City Council and funded through the Local Transport Consolidated Transport settlement provided via the Hampshire & Solent Combined County Authority (HSCCA) will be subject to external strategic governance and assurance arrangements set out in the HSCCA Constitution and Local Assurance Framework. During the period to May 2028, transport powers operate on a concurrent basis, with Portsmouth City Council retaining responsibility for scheme development, delivery and monitoring and evaluation. During this period, the HSCCA will start to provide regional strategic oversight, coordination and knit together assurance of transport investment, as the Combined Authority becomes operational. Following the election of a Mayor, governance and decision-making arrangements for transport funding will evolve in line with the HSCCA Constitution and Local Assurance Framework. Throughout the period covered by this plan, scheme appraisal, prioritisation, approval, monitoring and evaluation will follow the process set out in the HSCCA Local Assurance Framework to ensure transparency, value for money and alignment with regional and national transport objectives.

Solent Transport: A small number of projects in this Implementation Plan, including the rental e-scooter trial and Solent Go, are jointly

delivered with Solent Transport. These projects are subject to Solent Transport's governance arrangements,³⁴ which consist of Joint Committee (on which the Council's Cabinet Member for Transport is the Council's voting representative), and a number of project/ programme boards led by senior officers.

Transport for the South East (TfSE): One of the projects in this Plan (SEHRT Future strategy/ next steps study) is being delivered with funding support from TfSE. Governance arrangements for TfSE³⁵ include attendance of the Cabinet Member for Transport as a voting Member of TfSE Partnership Board, and participation by senior officers in programme/ project specific governance arrangements.

Portsmouth Enhanced Bus Partnership: The Portsmouth Buses programme delivers a series of improvements in partnership with bus operators and other key strategic stakeholders supported by the "transform public transport" objective. These projects are delivered through the governance arrangements set out in the Enhanced Partnership and an emerging "Enhanced Partnership Max" proposal is being developed to further embed the partnership. The Enhanced Partnership will be further revised in accordance with updated government guidance, the emerging Hampshire & Solent Combined County Authority and proposals under Local Government Reorganisation.

Annual review

The key content of this Implementation Plan – the list of priority schemes to be delivered in each year – is reviewed on an annual basis, considering any new schemes and opportunities, as well as funding availability, which is fed into the prioritisation process.



Updates to prioritised schemes in the Implementation Plan, along with identified funding, are reported annually through the democratic process, following the Full Council decision making on the annual Council budget.

The Implementation Plan will be supported by the Transport Service Business Plan which outlines team service functions, scheme development, delivery and opportunity for further collaboration across services.

Collaborative working

The Council knows that it cannot deliver this plan on its own and therefore it is fundamental to continue to work closely with our neighbouring authorities, partners, stakeholders, businesses

and interested groups across the city, region and wider area. The Council have demonstrated a solid track record of partnership working through successful funding bids to government such as the Bus Service Improvement Plan (BSIP), DfT on-street rapid chargepoint scheme (ORCS) and the South East Hampshire Rapid Transit (SEHRT) programme. We will continue to engage with our wide range of partners and stakeholders.

Many of the Council's schemes will need to be delivered in partnership with its neighbouring authorities and other organisations, including the new Hampshire & Solent Combined County Authority. It will collaborate and work in partnership to maximise the contribution of schemes towards shared objectives and ensure the best outcomes for the city.

Monitoring and evaluation

Monitoring the performance of the Implementation Plan against the strategic objectives and policies of the Transport Strategy is essential in enabling the vision. Feedback from the monitoring process allows the Implementation Plan to be adjusted according to the actual performance against objectives.

The Implementation Plan will continue to be monitored and evaluated annually through the Local Transport Plan Annual Monitoring Report (AMR). This report assesses the delivery of projects and schemes over the previous year and whether/ how these support achievement of the Portsmouth Transport Strategy vision and objectives, and the aims and objectives of the specific schemes in the Implementation Plan. The Transport Strategy Review Board will receive and “own” this document, which the Cabinet Member for Transport will be asked to formally approve.

Reporting of key delivery over the last quarter, and planned key activity in the next, is also carried out at each quarterly Transport Strategy Review Board meeting.

To monitor and evaluate the implementation of the Portsmouth Transport Strategy, a set of performance indicators have been produced, against which progress can be assessed. The performance indicators are aligned to the 18 policies within the Transport Strategy and therefore the four strategic objectives. Performance indicators will be reported on every third year within the AMR, when more detailed reports will be produced. The AMR for years one and two within each cycle will be a snapshot report, providing information on progress made against each LTP4 policy for the preceding year. The AMRs will inform future implementation plans and contribute to the overall value for money of the Transport Strategy.

Performance indicator ID		
↓	Performance indicator	How it is measured
1	Carbon emissions from transport	Change in per capita carbon emissions from road transport
2	Air pollution emissions	Change in annual average concentration of NO ₂ *Data is published 1 year in arrears
		Change in annual average concentration of PM 2.5 *Data is published 1 year in arrears
		Change in annual average concentrations of PM10 *Data is published 1 year in arrears
3	Health impacts of poor air quality	Monitoring locations that have exceeded the Annual mean concentration of NO ₂ over the past 5 years (annual exceedance of 40 µg/m ³ , citywide)
		Percentage of mortality attributable to particulate air pollution (Public Health Indicator)

Performance indicator ID

↓	Performance indicator	How it is measured
4	Change in number of vehicle trips	Data gathered from on-street traffic counters *There may be some amendments to the traffic counter locations used over the course of LTP4 Annual usage data from Portsmouth Park and Ride
5	Support for sustainable fuelled vehicles	Change in number of electric vehicle public charge points provided by PCC Increase in number of hours of use and KWH of charge delivered via PCC EV charge points across the city The percentage of standard vehicle fleet controlled by PCC which are electric vehicles
6	Number of trips made by walking and cycling	Annual monitoring counts at selected sites Annual walking and cycling count data from Vivacity cameras *There may be some amendments to the counter locations used over the course of LTP4
7	Provision of dedicated walking and cycling infrastructure	Number of active travel schemes and infrastructure schemes delivered Availability of cycle parking
8	The number of casualties, and the number of collisions on the transport network	Portsmouth casualty statistics in line with annual casualty reports
9	User perception of safety of walking and cycling by demographic	Annual user satisfaction survey – National Highways and Transport Survey
10	Increase in public transport patronage	Total number of bus passengers in Portsmouth Local Transport Authority (LTA) area
		Rail station estimated annual entry & exit data for Portsmouth rail stations: Fratton, Portsmouth & Southsea, Portsmouth Harbour and overall
		Rail passenger flow data between 8 selected key origins/destinations and city stations: • Cosham–Portsmouth & Southsea and Harbour • Havant–Portsmouth & Southsea and Harbour • Fareham–Portsmouth & Southsea and Harbour • Southampton Central–Portsmouth & Southsea and Harbour • London– Portsmouth & Southsea and Harbour • Southampton Central–Cosham • Fareham–Cosham • Havant–Cosham

Performance indicator ID		
↓	Performance indicator	How it is measured
11	Reliability for public transport services	Real time bus journey time data compared with timetabled journey time
12	User perception of public transport	Annual user satisfaction surveys including National Highways and Transport Survey and Community Panel
13	Accessibility of public transport	Number of passengers on the Council's socially necessary subsidised bus routes (routes serving areas which would otherwise not receive a commercial bus service or have low public transport accessibility)
14	Facilities at modal interchanges	Number of facilities available at modal interchanges, such as cycle parking, shared mobility, real-time passenger information, wayfinding information etc. 7 modal interchanges to be included in survey: • The Hard Interchange • The Hover/seafront • Hayling Island Ferry (Eastney) • Portsmouth and Southsea Station • Fratton Train Station • Hilsea Train Station • Cosham Transport Hub
15	Volume of good vehicles on our streets	Annual monitoring counts of goods vehicles *There may be some amendments to the traffic counter locations used over the course of LTP4
16	Maintenance of highways	Annual user satisfaction survey – National Highways and Transport survey (NHT) Safety inspections performed by Colas and the Council Maintenance programme attendance vs category 1 potholes

The following table shows how the performance indicators for the Implementation Plan align to Transport Strategy policies and strategic objectives. Please see annex A (page 75) for the detail of each of the policies.

Strategic objective	Transport Strategy policy	Performance indicator															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Deliver cleaner air	Policy A	✓	✓	✓													
	Policy B	✓	✓			✓											
	Policy C	✓		✓	✓	✓											
	Policy D	✓	✓		✓						✓			✓	✓		
	Policy E				✓			✓									
	Policy F				✓		✓		✓		✓		✓				
Prioritise walking and cycling	Policy G						✓	✓	✓	✓							
	Policy H						✓	✓	✓	✓							
	Policy I				✓		✓	✓	✓	✓	✓						
Transform public transport	Policy J										✓	✓	✓				
	Policy K										✓	✓	✓	✓			
	Policy L										✓	✓	✓		✓		
	Policy M										✓	✓	✓	✓			
Support business and protect our assets	Policy N				✓												
	Policy O															✓	
	Policy P																✓
	Policy Q																✓
	Policy R											✓					

One of the features of the new consolidated local transport funding arrangements is the introduction by DfT of a new Local Transport Outcomes Framework. This is a set of 18 indicators set by central Government which will be used to measure the progress of each LTA area against the outcomes the consolidated funding is expected to support. DfT will collect data for many of these indicators themselves

from national sources, although some such as those relating to scheme delivery will be reliant on reporting by LTAs (including Portsmouth City Council). The table below shows these indicators, and also highlights where the Local Transport Outcomes Framework and the Portsmouth Transport Strategy performance indicators set out on the preceding pages overlap or measure broadly similar outcomes.

DfT Local Transport Outcomes Framework Indicators		Data source	Overlap/similarity with Portsmouth Transport Strategy Performance Indicators?
1	% mode share of trips by public transport	DfT – mobile network & data modelling	
2	Public transport, walking & cycling connectivity score to key destinations (education, leisure, community health, shopping, residential & workplaces)	DfT – Connectivity Tool	
3	Bus patronage – disaggregated by: a. Passenger journeys b. Elderly & concessionary passenger journeys	DfT – Annual bus statistics	Yes – Performance Indicator 10
4	Bus punctuality, reliability & speed a. % of buses departing from stops no more than 1 min. early and no more than five mins 59 secs late across all routes b. % of bus journey km cancelled c. % change in average bus speeds d. % satisfaction of passengers with real-time information at the bus stop	DfT – Bus Open Data Service / Local data	Yes – Performance Indicator 11

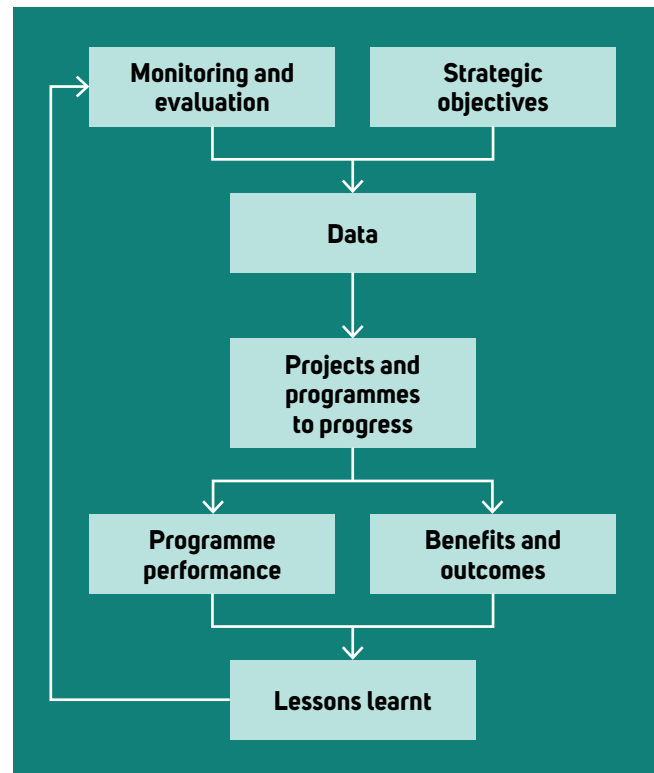
DfT Local Transport Outcomes Framework Indicators		Data source	Overlap/similarity with Portsmouth Transport Strategy Performance Indicators?
5	Bus passenger satisfaction (inc. personal security & accessibility) a. % total of bus passengers very or fairly satisfied with bus journeys b. % Satisfaction of passengers with personal security on the bus c. % total of disabled passengers very or fairly satisfied with bus journey d. % satisfaction of passengers with real-time info at bus stop	DfT – Transport Focus – Your Bus Journey Results	Yes – Performance Indicator 12
6	Bus accessibility a. % of local buses meeting all accessibility standards b. % of local buses with audio-visual announcements	DfT – Annual bus statistics	
7	Vehicle miles on local bus services	DfT – Annual bus statistics	
8	Tram/light rail patronage (millions of passenger journeys)	DfT – Light rail and tram statistics	
9	Average number of walking, wheeling and cycling journey stages per year	DfT – Modelling	
10	Miles of compliant new/improved active travel network delivered	DfT – LTA reporting through Active Travel Update Your Capital scheme	Yes – Performance Indicator 7
11	Percentage of adults who engaged in active travel at least twice in the last 28 days	DfT – Sports England	
12	Active travel capability rating	DfT – Assessment	
13	Local highways capability rating	DfT – Assessment	

DfT Local Transport Outcomes Framework Indicators		Data source	Overlap/similarity with Portsmouth Transport Strategy Performance Indicators?
14	Local authority managed roads where maintenance should be considered (categorised as red) a. A roads and motorways b. B + C roads c. Unclassified roads	DfT – Road condition statistics	Yes – Performance Indicator 16
15	Number of road casualties a. The total killed or seriously injured (KSI) b. KSIs aged 16 years and under c. KSIs of pedestrian and pedal cyclists	DfT – Road casualty statistics	Yes – Performance Indicator 8
16	Number of Nitrogen Dioxide (NO ₂) roadside monitoring sites in exceedance of the annual statutory concentration limit	DfT – Local Authority Monitoring Data and DEFRA National Monitoring Network	Yes – Performance Indicator 2
17	Estimated annual transport carbon impacts up to 2050, disaggregated by a) user emissions, b) infrastructure carbon emissions	DfT – LTA Reporting (using Local Transport Quantifiable Carbon Guidance)	Yes – Performance Indicator 1
18	% of the bus fleet that is zero tailpipe emission	DfT – Annual bus stats (subject to finalising methodology)	

Capturing lessons learnt through the Implementation Plan

The Council want to make sure that they are delivering the best possible outcome for the community. Each year the Implementation Plan will be updated and reflect the successes and lessons learnt from the previous year.

To better understand how the Council can improve and deliver transformational change, it will be documenting successes and identify areas for improvement in order to increase efficiency and maximise benefits for future work. By analysing data, it will be looking at lessons from an objective viewpoint, where possible, to ensure biases are removed. The lessons we learn will feed into future projects. The council will review, reflect and actively seek feedback to make improvements in terms of outcomes, efficiency of delivery and cost. This completes a cycle to ensure evidence-led decision making and demonstrates continuous improvement to the development and delivery of projects within the portfolio.



Annex A

Our policies

The 18 policies in the strategy are each grouped under one of the four strategic objectives. Most policies deliver towards multiple objectives as shown in the table below. It is important

to recognise that no policies will be delivered independently. To realise this strategy's vision the policies and strategic objectives must be delivered together, achieving maximum benefits.

Deliver cleaner air	Policy A: Implement a government-directed city-centre Clean Air Zone in 2021
	Policy B: Support infrastructure for alternative fuelled vehicles
	Policy C: Make parking easier in residential areas, encouraging fewer vehicles and supporting shared transport modes
	Policy D: Expand the Portsmouth Park & Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices
	Policy E: Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure
	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
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
	Policy H: Introduce a network of Active Pompey Neighbourhoods and school streets that reduce through traffic in residential street
	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
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
	Policy K: Develop a rapid transit network that connects key locations in the city with South East Hampshire and facilitates future growth
	Policy L: Deliver high quality transport interchanges, stations and stops
	Policy M: Continue to work with public transport operators to deliver integrated, efficient, affordable, attractive services promoting local and regional connectivity
Support business and protect our assets	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
	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
	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
	Policy Q: Maintain our highway infrastructure
	Policy R: Proactively manage kerbside space to enable flexible use for essential access



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