



SUPPLEMENTARY INFORMATION

Recommendations to Council Arising from the Cabinet Meeting held on 22 June 2021

COUNCIL

WEDNESDAY, 13 OCTOBER 2021 AT 2.00 PM

MAIN AUDITORIUM, PORTSMOUTH GUILDHALL

(NB This supplementary agenda should be retained for future reference with the main agenda and minutes of this meeting).

8 Local Transport Plan 4 Adoption (Pages 3 - 360)

(Council Agenda Item 8)

To receive and consider the attached report and recommendations from Cabinet held on 22 June 2021.

RECOMMENDED that Full Council

1. Approves the draft Portsmouth transport strategy and Portsmouth transport implementation plan for adoption as the Portsmouth Local Transport Plan 4 (LTP4) 2021-2038

2. Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the strategy and implementation plan that may be required to take account of future funding and policy announcements

9 Portsmouth International Port Harbour Revision Order
(Pages 361 - 376)

(Council Agenda Item 9)

To receive and consider the attached report and recommendations from Cabinet held on 22 June 2021.

RECOMMENDED that Full Council:

- (a) Approves an application being made to the Marine Management Organisation ("MMO") for a Harbour Revision Order ("HRO") for a full consolidation and modernisation of legislative powers; and**
- (b) Delegates authority to the Port Director in consultation with the Port's Portfolio Holder and the Harbour Master to determine the wording of the HRO based on legal advice and undertake all procedures for the submission of the HRO to the MMO.**

10 Modern Slavery Transparency Statement (Pages 377 - 402)

To receive and consider the attached report and recommendations to note for information only from Cabinet held on 22 June 2021.

(Council Agenda Item 10)

RECOMMENDED that Full Council notes for information only the Cabinet decisions to approve -

- i) The Modern Slavery Transparency Statement for publication on the council's website (see appendix 1) and**
- ii) The programme of work set out in item 5 of this report.**

Agenda Item 8



Title of meeting: Cabinet and Full Council

Date of meeting: Cabinet 22 June 2021 and Full Council 20th July 2021

Subject: Local Transport Plan 4 - Adoption

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: Yes

Full Council decision: Yes

1. Purpose of report

- 1.1 Following approval of the draft Portsmouth Transport Strategy by Cabinet in July 2020, extensive public consultation has been undertaken.
- 1.2 The consultation has led to the development of this new Portsmouth Local Transport Plan 4, which also considered and is aligned with the work carried out with residents, businesses and organisations in 2020 as part of the Imagine Portsmouth project, to create a new City Vision¹, the ministerial directives received by DEFRA compelling Portsmouth City Council to act on the air quality exceedance's within the City Centre, Public Health's ambition to support healthy active travel alternatives for the residents of Portsmouth, the commitment of the administration to acknowledge and to act decisively to prevent climate change by supporting the residents and businesses of Portsmouth with their transition to cleaner, healthier and more sustainable travel modes and the Councils Corporate Priority's.
- 1.3 This report seeks approval from the Cabinet and Full Council for the adoption of the Portsmouth Local Transport Plan 4 strategy (Appendix A) and implementation plan (Appendix B) to form the fourth Local Transport Plan for Portsmouth for the period 2021 to 2038.

2. Recommendations

It is recommended that Full Council

- 2.1 Approves the draft Portsmouth transport strategy and Portsmouth transport implementation plan for submission to Full Council for adoption as the Portsmouth Local Transport Plan 4 (LTP4) 2021-2038**

¹ <https://imagineportsmouth.co.uk/>

- 2.2 Delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and the Section 151 Officer to agree any minor amendments to the strategy and implementation plan that may be required to take account of future funding and policy announcements**

3. Background

- 3.1 As the Highways Authority within the city, Portsmouth City Council has a legal duty to support all users of the Public Highway in Portsmouth. This strategy seeks to address the current imbalance and create space for residents to transition to cleaner and more sustainable travel options whilst still maintaining accessibility for those car journeys which are necessary.
- 3.2 The Local Transport Plan (LTP) is a statutory document required of each local transport authority (LTA). A LTP is required to have two parts, a strategy which sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and a short-term implementation plan detailing the particular transport improvements which will support the strategy.
- 3.3 It is for each LTA to determine the most suitable length for both their strategy and implementation plan elements. The strategy element of the draft Portsmouth Local Transport Plan 4 covers the period 2021-2038. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis.
- 3.4 The LTP4 will replace the current LTP3 (2011-2031) which was prepared jointly with Hampshire County Council and Southampton City Council and includes a joint strategy across South Hampshire along with place specific actions. Whilst the date remains current, the significant changes in central government transport and wider policy means that an updated long term, integrated transport strategy (LTP4) governing the period from 2021 to 2038 is required to ensure that we are able to plan effectively to deal with the transport challenges we are currently facing.
- 3.5 A report to Cabinet on 14 July 2020 approved the draft transport strategy for consultation.
- 3.6 This strategy and implementation plan was developed through internal consultation with officers and Members, and external engagement undertaken with transport operators, interest groups and businesses through a programme of workshops. The strategy will build on the work undertaken through the Imagine Portsmouth project and will support car users whilst encouraging behaviour changes and a move towards a greener and more sustainable transport network.

- 3.7 This strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all modes of transport, whilst prioritising a travel network that address the challenges currently faced.

As such it includes the following vision and strategic objectives:

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.

The strategic objectives delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

Our Strategic Objectives:

- **Deliver cleaner air:** Everyone who lives in, works or visits the city should be able to breathe air that will not damage their health – there need to be fewer and cleaner vehicles in the city.
- **Prioritise walking and cycling:** Most trips within the city are short but despite this the car is too often the default choice – more space is needed to safely walk and cycle in the city.
- **Transform public transport:** Public transport connections are poor in some parts of the city with buses slowed by traffic congestion – we need to prioritise rapid and reliable public transport.
- **Support business and protect our assets:** Portsmouth's ports and other businesses are central to the success of the city – we need to ensure the transport network allows business to prosper.

- 3.8 The strategy also contains eighteen policies which support the development of the vision and objectives.

- 3.9 As well as responding to the outcomes of Imagine Portsmouth, particularly with regards to creating a city with easy travel and creating a green city, LTP4 is also aligned with the draft Local Plan, which is being consulted on in 2021/22. The policies also support links to public health through improvements to active travel modes, which complement and support the council's ambitious target to achieve net-zero carbon emissions by 2030. The LTP4 policies also support improvements to air quality through delivering improved quality of and access to sustainable modes of travel, and through the delivery of a Class B Clean Air Zone in November 2021.

- 3.10 The LTP4 strategy is people-centred to meet the needs of all residents, and considers all modes of transport, prioritising sustainable modes of travel where it is possible.

4. Consultation

- 4.1 It is more important than ever that improvements are made to meet the needs of stakeholders and as such engagement is key and will be fully considered with the development of appropriate stakeholder engagement plans for each specific programme, scheme or initiative. Engagement and partnership working will best deliver a transport network which meets the needs of all, now and in the future.
- 4.2 As individual schemes are developed over the life of the strategy, detailed consultation will be carried out as required. We have, for example, established a Community Panel for users and non-users of public transport to enable local people to shape South East Hampshire Rapid Transit (SEHRT) as the programme progresses. Going forward, panel members will be invited to take part in surveys, focus groups and engagement activities to enable ongoing discussion, effective behaviour change campaigns and marketing, and step towards de-mystifying bus travel, this approach can be replicated across other work programmes. This sort approach can be replicated where required, within the consultation to be undertaken for schemes coming out of the LTP4 Strategy.
- 4.3 The Transport Act 2000 as amended by the Local Transport Act 2008 places a duty on local transport authorities to consult key stakeholders. Further duties require local authorities to involve our local communities in local decision making and service provision.

In accordance with statutory guidelines consultation was undertaken on the LTP4 strategy for 12 weeks, between 28th September and 21st December 2020. Following this, the implementation plan was developed. Further detail about the consultation process can be seen in Appendix I.

- 4.4 Following the end of the consultation period the feedback has been analysed and the strategy document updated as outlined in Appendix J.

5. Key changes to transport strategy following consultation

- 5.1 A large number of minor text amendments were made to the strategy, to reflect the comments received through the consultation. In addition to this, some more significant amendments were made as set out in Appendix J.
- 5.2 The final set of strategic objectives and policies are as follows:

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 through 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 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 low traffic neighbourhoods and school streets that reduce through traffic in residential streets
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

6. Implementation Plan

- 6.1 The Transport Strategy Implementation Plan outlines how we will deliver the ambitious transport vision and objectives set out in our Transport Strategy.
- 6.2 The Implementation Plan (appendix B) will cover the period 2022/23 to 2024/25 as well as an indicative plan up to 2038.²

² Due to the funding allocation cycle, the LTP4 Implementation will commence from 2022/23. The 2021/22 Implementation Plan was adopted in March 2021 by the Traffic & Transportation Cabinet meeting under LTP3.

- 6.3 This Implementation Plan prioritises schemes over a three-year period and will be reviewed on an annual basis. This will allow for the inclusion of any new schemes and opportunities to be fed into the prioritisation process for consideration.
- 6.4 Funding will be sought annually through internal Portsmouth City Council processes as well as through external funding opportunities.
- 6.5 The Implementation Plan will be reported annually through the democratic process, following the Portsmouth City Council Full Council budget decision.
- 6.6 Following the consultation undertaken on the draft Portsmouth Transport Strategy, as outlined in section 4 of this report, further internal and external stakeholder workshops were held in March 2021. This enabled cross-discipline, cross directorate working, as well as valuable input from our stakeholders. The purpose of these workshops were to discuss the principles and priorities of the supporting implementation plan.
- 6.7 Workshop attendees were asked to review and comment on the long-list of schemes identified for inclusion within the Implementation Plan. This was specifically to determine:
- whether there were any further initiatives that should be included;
 - to understand which initiatives should be prioritised;
 - if the overall list would meet the strategic objectives of the Transport Strategy.
- 6.8 The results of both the strategy consultation and implementation plan stakeholder workshops were analysed and reviewed, and incorporated into the final implementation plan attached in appendix B.
- 7. Habitats Regulation Assessment and Strategic Environmental Assessment**
- 7.1 It is a statutory requirement for a Habitats Regulation Assessment (HRA) and a Strategic Environmental Assessment (SEA) to be carried out for a Local Transport Plan. An HRA and SEA have therefore been carried out for the LTP4 Strategy, by the consultants, AECOM.
- 7.2 The HRA and SRA documents were sent to the statutory consultees on 1st October 2020, going to Natural England, Historic England and the Environment Agency. Feedback received was incorporated into the documents.
- 7.3 The final versions of the HRA and SRA can be seen in appendices D, E and F.
- 8. Next Steps**

With approval from Cabinet the LTP4 will be presented to Full Council on 20th July 2021 to seek its adoption as the new Local Transport Plan for Portsmouth for the period 2021-2038.

9. Reasons for recommendations

- 9.1 As the Local Transport Authority (LTA), under the Transport Act 2000 as amended by Local Transport Act 2008 Portsmouth City Council has a statutory duty to produce a LTP for Portsmouth. The 2008 Act requires the LTP to consist of a long term strategy and a short term implementation plan. It permits LTAs to replace and amend the long-term strategy as and when appropriate.
- 9.2 The current LTP needs to be updated to take account of the changing challenges facing Portsmouth.
- 9.3 The LTP3 will be superseded by the LTP4 comprising of the strategy (Appendix A) and implementation plan (Appendix B).

10. Integrated impact assessment

- 10.1 An Integrated impact Assessment (IIA) has been produced for this strategy development (Appendix G). Within the IIA, this strategy impacts positively on the following sections:

Section A - Communities and Safety

A3 - Health

A4 - Income deprivation and poverty

Section B - Environment and climate change

B1 - Carbon emissions

B3 - Climate change mitigation and flooding

B4 - Natural environment

B5 - Air Quality

B6 - Transport

Section C - Regeneration of our city

C1 - Culture and heritage

C3 - Economy

A Full Equality Impact Assessment (EIA) has been produced for the Local Transport Plan. The recommendations of this report do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. EIAs will be taken forward on individual schemes as they are developed.

11. Legal implications

- 11.1 As explained in the body of the report, the Council has a statutory duty under Sections 108 and 109 of the Transport Act 2000 ("the Act") (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has up to date policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. Each local transport authority must prepare a document to be known as the local transport plan ("LTP") containing its policies for the purposes above and its proposals for the implementation of those policies.
- 11.2 For the purposes of this statutory duty, "transport" means:
- (a) the transport required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area, and
- (b) the transport required for the transportation of freight;
- and includes facilities and services for pedestrians.
- 11.3 In developing and implementing the policies referred to above the Council has specific statutory duties to:
- take into account any policies announced by central government, and
 - to have regard to any guidance issued by the Secretary of State for the purposes of the LTP duty with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment.
- 11.4 The Council has a duty under Section 109 of the Act to keep the local transport plan under review and in doing so to consult with:
- the Secretary of State,
 - operators of any network or station, or any railway services, in its area
 - operators or providers of other transport services in its area
 - organisations appearing to the Council to be representative of the interests of users of transport services and facilities in its area, and
 - any other persons whom the Council consider appropriate to consult.
- 11.5 As soon as practicable after making any new plan or an alteration to the plan, the Council must:
- publish the plan (or the plan as altered) in such manner as it thinks fit,
 - send a copy of it to the Secretary of State,
 - make it available for inspection by any person, and
 - supply a copy of it (or any part of it) to any person on request either free of charge or at cost.

12. Director of Finance's comments

- 12.1 There are no direct financial consequences of approving the recommendations of this report.
- 12.2 The implementation plan sets out the aspirations the Council has to meet the objectives of the LTP strategy over the next three years, and these have been costed. Not all funding is in place to deliver all the interventions that are mentioned in the plan, this is explained within the plan itself. Officers will endeavour to explore multiple funding sources to secure the funding needed to achieve this.

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Signed by:

Appendices:

Appendix A: Portsmouth Transport Strategy 2021-2036
 Appendix B: Portsmouth Transport Implementation Plan 2021-2024
 Appendix C: Portsmouth Local Transport Plan 4 online consultation report
 Appendix D: Habitats Regulation Assessment (HRA)
 Appendix E: Strategic Environmental Assessment (SEA)
 Appendix F: Strategic Environmental Assessment (SEA) Non-Technical Summary (NTS)
 Appendix G: Integrated Impact Assessment (IIA)
 Appendix H: Equalities Impact Assessment (EIA)
 Appendix I: Information on consultation
 Appendix J: Key changes made to Transport Strategy following consultation

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Local Transport Act 2008	http://www.legislation.gov.uk/ukpga/2008/26/contents
Transport Act 2000	http://www.legislation.gov.uk/ukpga/2000/38/contents
LTP4 report to Cabinet March 2020	Agenda for Cabinet on Tuesday, 10th March, 2020, 12.00 pm Portsmouth City Council
LTP4 report to Cabinet July 2020.	Agenda for Cabinet on Tuesday, 14th July, 2020, 12.00 pm Portsmouth City Council
Portsmouth LTP3	Local Transport Plan 3 - Portsmouth City Council
Portsmouth LTP4 consultation webpages	Transport strategy 2020 - Travel Portsmouth
LTP3 implementation plan report to Cabinet Member for	Agenda for Cabinet Member for Traffic & Transportation on Wednesday, 17th March, 2021, 4.15 pm Portsmouth City Council

Traffic and Transportation March 2021	
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The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected by on

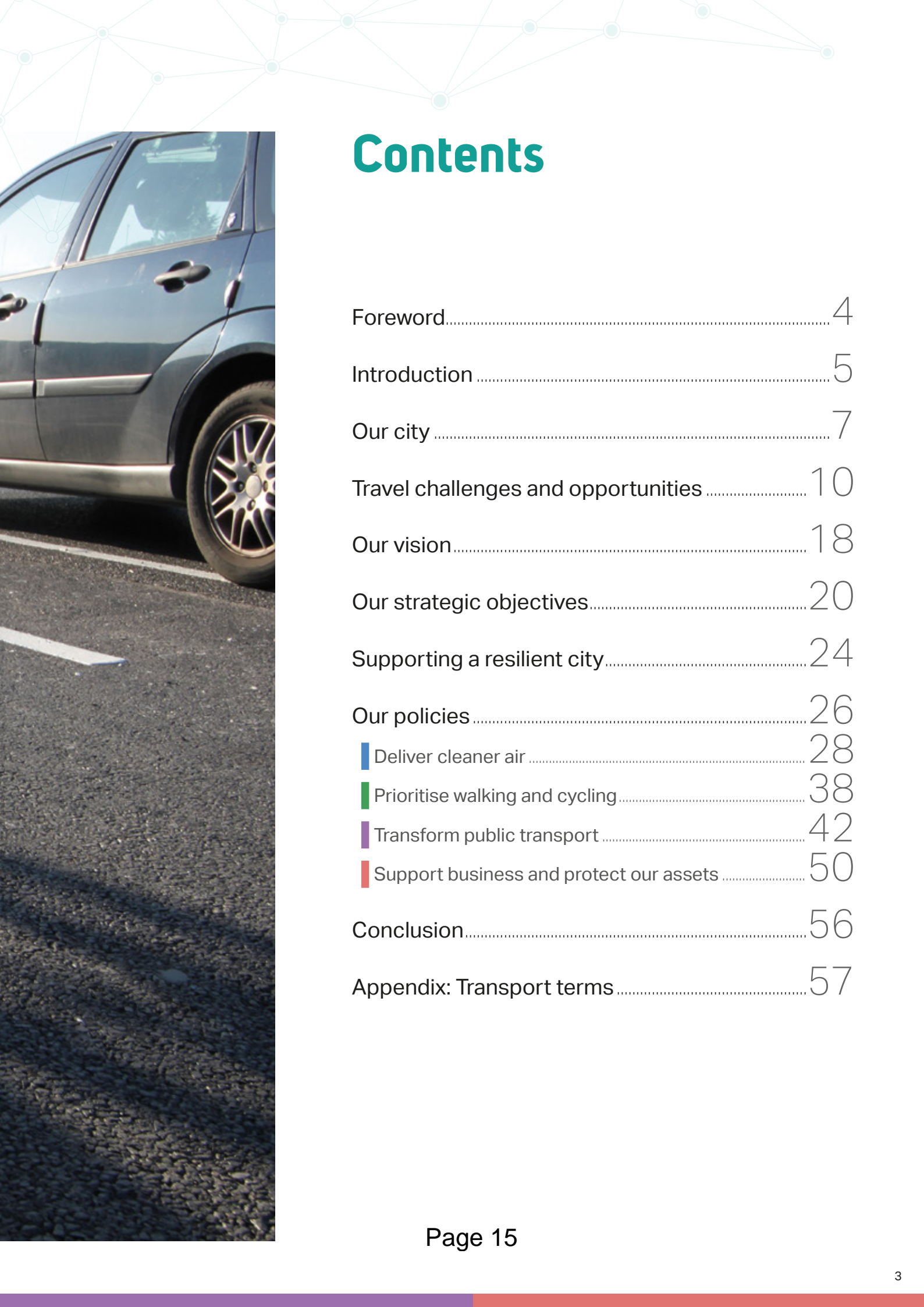
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Portsmouth Transport Strategy 2021–2038

Improving journeys for a greener,
healthier and better connected future







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Foreword



I am delighted to endorse this Transport Strategy and its ambitious approach, to take the city's transport and travel network forward over the next seventeen years.

As part of this regeneration we must ensure connectivity which will be delivered alongside promoting cleaner air and reducing carbon emissions, meaning that the transport system needs to change.

Investing in the creation of an inclusive travel system and delivering good connectivity across our communities, by prioritising walking, cycling and public transport whilst maintaining accessibility for those car journeys which are necessary will enable us to meet those challenges.

We are committed to a safer, healthier and thriving city ensuring transport works for everyone, including residents, people who work in the city and visitors. We will do this through creating an inclusive, active and sustainable network, for all modes, supporting all individuals to make the travel choice right for them.

The Local Transport Plan is being developed alongside the draft Local Plan for Portsmouth. Many of the improvements will take longer to deliver but it is crucial to make a difference from day one. Therefore we will include short-term as well as medium and long-term deliverables.

The strategy will support the climate and air quality challenges we face and respond to changing attitudes and behaviours towards travel. I hope that through this we see people using their cars less where possible and look forward to seeing the transport network evolve to meet the demands of today and the future.

Councillor Lynne Stagg

Cabinet Member for Traffic and Transportation

Introduction

Portsmouth City Council plays a lead role in maintaining and improving the city's transport networks. Over recent years our collective dependence on private car use has resulted in unsustainable levels of carbon emissions from transport, unhealthy polluted air, regular traffic congestion and severely-reduced levels of physical activity.

A new approach is needed, with action now to shape a future where people choose to leave their cars at home, or not own a car, when making everyday journeys in our city. We are striving to create an environment that will make this possible and private cars are not always needed. For some individuals and some journeys it is acknowledged that they will remain an important mode of travel.

This strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all modes of transport, whilst prioritising a travel network that addresses the challenges currently faced.

A 21st century Portsmouth requires a dynamic transport network that is accessible, safe and affordable whilst prioritising walking, cycling and public transport travel.

By reducing private car journeys where possible, and making them greener in favour of everyday walking, cycling and public transport usage, the benefits will be transformational. Portsmouth will become a more pleasant, fairer and prosperous place to live, work and visit.

THE BENEFITS OF REDUCED CAR USE



Reducing carbon emissions and addressing the climate emergency.



Cleaner air, which means everyone is healthier through the reduction of air pollution across the city.



Improved public health through increased physical activity levels from higher participation in walking and cycling for all or part of journeys.



Optimising journey times by most efficiently using all available movement networks rather than overburdening our highways with private cars and goods delivery vehicles.



Improved journey reliability, including port traffic and deliveries to homes and businesses across Portsmouth, helping the city's economy to prosper.



Some of these proposals mean changes to how we live our everyday lives. However, the coronavirus pandemic has demonstrated our ability to quickly adapt to change, and has also shown how an increase in active travel can be achieved when road conditions are safer and less congested. The policies set out in this Transport Strategy will enable Portsmouth to not simply 'recover' from the effect of the pandemic, but instead to thrive and define a new healthier approach to life in the city. Immediate short-term actions are needed to kick-start this process and we have therefore prepared a separate 'Transport Recovery Plan' (July 2020) that sets out what we are doing now to keep the city safe, healthy and moving as we return to work, school and everyday life following the pandemic.

It is a statutory requirement for each local transport authority to have a local transport plan in place. This comprises of two parts; this strategy and an accompanying short-term implementation plan. This ambitious strategy is setting out to drive change in the way people travel into and around the city.

Delivering change

The strategy sets out the vision for how we want our city to be by 2038, four strategic objectives that underpin this vision, and a set of policies for each objective that detail how we will get there. The policies are designed to be delivered together as a packaged approach to deliver the

strategy vision. This strategy is for everyone who travels into and around the city.

The strategy is supported by an implementation plan that includes the individual schemes that we propose to take forward as part of delivering the vision along with how they will be prioritised, monitored and evaluated. The Strategy and Implementation Plan are supported by a wider set of documents (as shown in the diagram on page 10) that taken together will guide transport decision-making in the city.

We recognise that to achieve our vision we must work closely with neighbouring authorities across the Solent and South East region. We will build on the excellent partnership working we have already established to ensure we work strategically with our neighbours. Throughout this document we have identified where there is a particular need to work across borders or where doing so creates opportunities.

We have set out on page 10 some of the key challenges facing the city. Many of these – such as a growing city, changing travel demand and technological advances – will happen whether we plan for them or not. Addressing them through this plan enables us to think ahead, capitalise on opportunities, and shape our city for generations to come. This strategy supports the Imagine Portsmouth project, which sets out a new city vision for Portsmouth's future by 2040.

Our city

Portsmouth is a unique city, with the majority being based on an island and a section on the mainland to the north. Most of Portsmouth has a flat landscape that lends itself well to journeys on foot and by bike. The city's 49km coastline includes beautiful seafront destinations for visitors, the home of the Royal Navy and routes by sea to Europe, Isle of Wight, Gosport and Hayling Island. The 15.5 square miles (40.15 sq km) is densely populated with a population of 217,000 in 2020 that is estimated to grow to over 236,000 by 2041. There are three roads onto the island and one train route with five stations in Portsmouth. Over 7,500 businesses are located in the city. Numerous journeys take place every day. The image on pages 8 and 9 brings together key facts about the city and the current travel patterns.



9.3M
VISITORS TO
PORTSMOUTH
A YEAR

DAILY APPROX.

40,000

PEOPLE COMMUTE IN AND

30,000

OUT OF THE CITY

3.7%

OF PEOPLE TRAVEL
TO WORK BY TRAIN,
LESS THAN THE NATIONAL
AVERAGE OF 10.4%*

RANKED

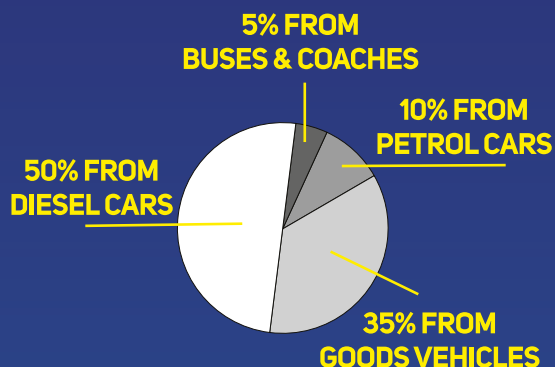
59TH

MOST DEPRIVED
OF 326 LOCAL
AUTHORITIES**

5

AIR QUALITY MANAGEMENT
AREAS IN THE CITY, LOCATED
ALONG SOME OF THE MOST
HEAVILY TRAFFICKED ROUTES

NO_x EMISSIONS IN PORTSMOUTH***



8,000

BUSINESSES IN
THE CITY

AWARD-WINNING
RESIDENTIAL ELECTRIC
VEHICLE CHARGEPOINT
SCHEME LAUNCHED IN
2019

237,802

FREIGHT MOVEMENTS THROUGH
PORTSMOUTH INTERNATIONAL PORT
BETWEEN MARCH 2019 - MARCH 2020

1,851,790

FERRY AND CRUISE
PASSENGERS DURING 2019

DATA IS PRE-CORONAVIRUS

*2011 Census

**Where 1 is the most deprived based on the average scores across a range of deprivation indicators -
MHCLG, English indices multiple deprivation 2019

INCREASING POPULATION

188,042

IN 2001

214,718

IN 2017

236,000

BY 2040

AGEING POPULATION

37%

PREDICTED INCREASE IN THE TOTAL NUMBER OF PORTSMOUTH RESIDENTS AGED OVER 65YRS FROM 2020 TO 2043 (ROUGHLY 31,000 TO 42,000)****

11.6%

OF PORTSMOUTH RESIDENTS OF WORKING AGE (AGED 16-64 YRS) HAD A LONG-TERM HEALTH PROBLEM OR DISABILITY THAT LIMITS THEIR DAY-TO-DAY ACTIVITY A LOT OR A LITTLE (LIMITING LONG TERM ILLNESS, LLTI)*

59.4%

OF PORTSMOUTH RESIDENTS AGED 65+ YRS HAD A LONG-TERM HEALTH PROBLEM OR DISABILITY*

OVER

11,000,000

PASSENGER JOURNEYS BY LOCAL BUS IN PORTSMOUTH (2018)

PORTSMOUTH'S PARK AND RIDE CELEBRATED ITS

1,000,000TH

PARK & RIDE CUSTOMER IN OCTOBER 2018

ONE OF THE FIRST CITIES IN THE UK TO LOWER THE SPEED LIMIT TO

20MPH

IN RESIDENTIAL AREAS

NEARLY

25%

OF ALL COMMUTING TRIPS ARE BY WALKING OR CYCLING*

60%

OF ALL COMMUTING TRIPS WERE DRIVERS OR PASSENGERS IN PRIVATE CARS OR VANS*

NETWORK OF 10 QUIETER CYCLING ROUTES LAUNCHED IN 2017

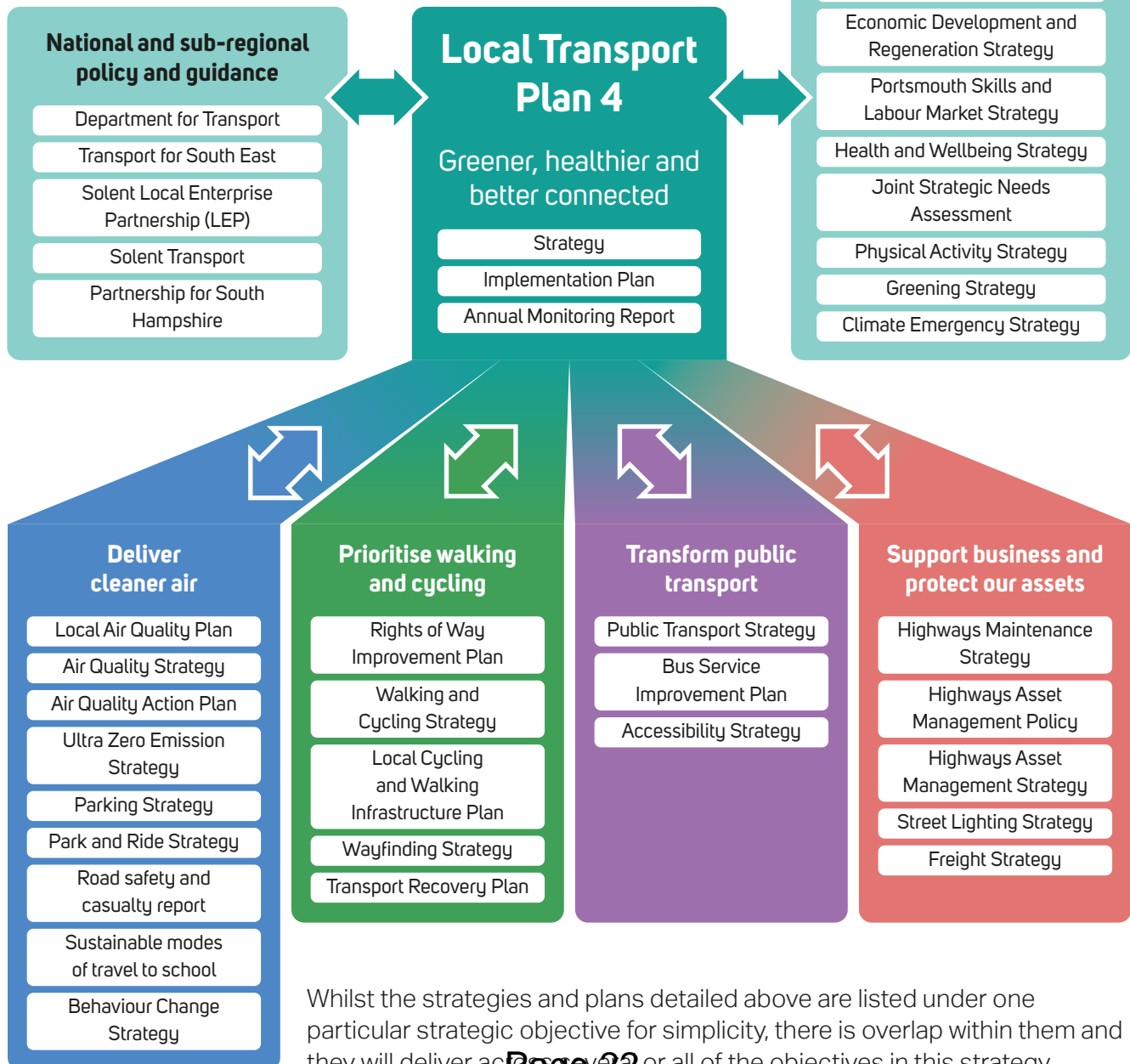
ONLY 4 IN 10

CHILDREN ARE MEETING MINIMUM PHYSICAL ACTIVITY LEVELS

Travel challenges and opportunities

Transport sits within a wider framework of national, sub-regional and local policy and guidance with this strategy developed in accordance to this.

The diagram below demonstrates the key links transport has in the wider context which bring both challenges and opportunities and also shows both existing and planned transport strategies and plans which will support delivery of this strategy's vision.



Whilst the strategies and plans detailed above are listed under one particular strategic objective for simplicity, there is overlap within them and they will deliver across two or all of the objectives in this strategy.



Portsmouth, like other towns and cities across the UK, faces a number of challenges. While significant, each also presents opportunities if we take the right decisions now.

Managing the impact and recovery from the coronavirus pandemic

The coronavirus outbreak required immediate changes to the way the city operates and to people's lives. During the first national lockdown that was imposed to slow the spread of the virus, vehicle traffic dramatically reduced (to 34% of pre-lockdown levels), levels of cycling increased (by 156% compared to 2019). Walking levels also increased while the need to social distance reduced capacity of public transport and saw queuing on public footways to access services and shops.

However, even out of this terrible crisis there have been opportunities. As restrictions have eased, many continue to work from home and reduce commuting levels and people continue to walk and cycle, resulting in less air and noise pollution, safer streets and an increased appreciation of local communities.

The council's 'Transport Recovery Plan' (June 2020) was created to set out a plan for the new funding the government has made available to support the pandemic recovery.

Addressing the climate emergency

Although the city's overall carbon emissions have reduced by over 30%¹ since 2005, emissions from transport have remained relatively flat². The

distance travelled by walking, cycling and bus will need to almost triple, rail increase by 50% and car use decline by at least 40%, if we are to reach net-zero carbon emissions by 2050³.

Prioritising walking and cycling, and reducing private car use where possible, will not only improve air quality but also help to tackle climate change. This is important because if carbon emissions are not reduced then the risk of extreme heat and flooding will increase in the city. This will have a detrimental impact on the transport network and connectivity to the rest of the country. Transport and travel schemes will also need to consider these climate risks to mitigate disruption to their delivery and effectiveness.

Portsmouth City Council has set an ambitious target – to achieve net-zero carbon emissions by 2030, with a climate emergency declared by the council in March 2019. To work towards this target, a multi-organisation climate board has been established. This will support the city's transition to carbon neutrality with more sustainable travel. We are aware of the forthcoming national transport decarbonisation plan and will ensure that this strategy delivers against the objectives it sets out.

Creating cleaner air

Poor air quality is the largest environmental risk to public health in the UK. Portsmouth City Council has been served with Ministerial Directions, requiring the council to achieve compliance with legal limits for NO₂ in the shortest possible time in areas of exceedances. Technical transport

1 BEIS <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018>

2 https://www.local.gov.uk/sites/default/files/documents/5.89%20carbon%20ambition_3.pdf

3 Anthesis Institute SCATTER (Setting City Area Targets and Trajectories for Emissions Reduction) tool. <https://www.anthesisgroup.com/scatter-greenhouse-gas-tool-offers-a-quicker-easier-way-for-cities-to-deliver-comprehensive-climate-action/>



modelling has been undertaken as part of these Ministerial Directions and demonstrates that introducing a Class B charging Clean Air Zone (CAZ) in the city is likely to be the most effective measure to deliver cleaner air and meet the legal obligation faced by the council. Alongside this, a number of other measures are being developed to support improvements in air quality such as the installation of electric vehicle (EV) charging points, and retrofitting of buses, with government grants being used to retrofit all 105 commercial buses which pass through the most polluting parts of central Portsmouth.

The opportunity is to reduce traffic, particularly the most polluting vehicles, so that there is more space for walking, cycling and public transport, hence cleaner air for everyone. We will aim for continual improvement of air quality, beyond the maximum limits for NO₂ set by the government. The opportunity to reduce emissions can bring health benefits to our residents, especially through reducing exposure to harmful pollutants

which have been linked to increases in serious illness and early death. Car drivers and passengers are exposed to far higher levels of air pollution than those walking or cycling along the same urban routes⁴.

Changing attitudes to travel and personal mobility

Over the last twenty years there has been a significant change in how often, when, where, why and how we travel. As a nation, we travel less per head of population than we did over the past two decades, with 11% fewer trips made in 2018 than in 1996⁵. These changes are a combination of changing demographics, shopping behaviours, technological advances and change in the way land is used. These changes in how we travel are likely to prevail, as younger people delay learning to drive and buying a car; instead spending more money on technology and on the 'sharing economy' where consumers share use of assets such as through lift and property sharing. There

⁴ Royal College of Physicians. *Every breath we take: the lifelong impact of air pollution. Report of a working party.* London: RCP, 2016. <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

⁵ DfT National Travel Survey data



is a growing expectation for transport services to be more flexible.

This presents an opportunity for reduced car use and ownership, as technology enables the delivery of more flexible mobility services that better meet evolving patterns of urban living and associated travel demand. Also of relevance is the city's ageing population with a 37% predicted increase in Portsmouth residents aged 65 and over between 2020 and 2043, which will, in turn, bring it's own travel challenges⁶.

Changes to future mobility

Mobility, innovative new technologies like on-demand buses, autonomous vehicles and shared micro-mobility services (e.g. e-bike and e-scooter hire), are expected to become more widely available. Smartphones and 'Mobility as a Service' (MaaS) apps will allow flexible access across these services to enable people to pick and choose the options that meet their needs for every journey. Freight consolidation measures will help to reduce the number of delivery vehicles requiring access into the city and we may also see freight transferring onto electric cargo bikes and electric vans or even drones.

While some of these technologies may disrupt established norms (such as fixed-route public transport services), they present a positive opportunity to improve the attractiveness of sustainable, shared transport to encourage an overall reduction in car use. Our transport network must be flexible enough to adapt to the changes we cannot foresee, and we will look to case studies, both at home and abroad, of both

new and proven technologies to inform best practice innovations and support modal shift.

Supporting deprived areas of the city

Although Portsmouth's economy has grown faster than the UK and Solent average, the Gross Value Added (the value of goods and services produced in an area) in Portsmouth is still 10% below the southeast average due to a slowing of growth since the financial crisis in 2008⁷.

Portsmouth has areas of high levels of deprivation with the highest levels close to the city centre. These are also areas where car ownership levels are among the lowest in the city⁸. Around 58% of households in the most deprived areas had no access to a car, compared to 9% of households in the least deprived areas. In the most deprived areas within Charles Dickens (our most deprived ward) up to 78% of households had no access to a car. This constitutes a significant proportion of our communities which are disadvantaged in terms of their connectivity with facilities and opportunities, a situation which is worsening without investment and decisive action.

Residents in these areas are also the most severely impacted by environmental risks from road traffic – through poor air quality, road danger, noise and main roads separating communities. Employment and other opportunities are currently greater in Portsmouth if you own a car. A national study identified Paulsgrove as 'left behind' suffering from poor connectivity and long journey times⁹. There is opportunity to improve the life chances of those in the most

6 SNPP Z1: 2018-based Subnational Population Projections. Local Authorities in England, mid-2018 to mid-2043, ONS © Crown Copyright 2020 via jsna.portsmouth.gov.uk

7 Portsmouth and South East Hampshire Transforming Cities Fund Strategic Outline Case 2020

8 Census 2011. <https://datashine.org.uk/#table=QS416EW&col=QS416EW0002&ramp=YIOOrD&layers=BTFT&zoom=14&lon=-1.0750&lat=50.8048>

9 Local Trust 2019, Left behind? Understanding communities in the east



deprived areas by providing better walking, cycling and public transport services so that everyone can more easily access employment and other opportunities the city has to offer. This is important as the inability to access, or the disproportionate investment in time or money needed to access employment and education can have direct and indirect impacts on mental health, reducing people's overall health and wellbeing.

The needs of different communities will be considered within the development of schemes and initiatives. Accessible and affordable transport services and facilities can support a reduction in inequalities, helping to work towards improving factors such as levels of physical activity and a reduction in obesity etc. One of the aims of Portsmouth's Health and Wellbeing Strategy seeks to give people the best possible start in life, empower them to live healthy lives and enjoy a healthy older age.

Need for more walking and cycling infrastructure

The Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a prioritised package of cycling and walking routes required across the city, which is aligned with the development of this plan. Evidence from the LCWIP found that, despite the provision for walking scoring relatively highly, based on the DfT Walking Route Audit Tool (WRAT), 75% of the cycle routes surveyed were below the suitable criteria as indicated by the DfT Route Selection Tool (RST). A key issue is a lack of fully-segregated, continuous cycle routes. Many on-road cycle lanes are alongside high traffic volumes, 30mph speed limits and no infrastructure to physically protect people cycling from motor traffic. As a flat urban area there is good provision of footways, however in places the limited highway width causes challenges with pavement width or obstructions such as pavement parking.



There is opportunity to rapidly grow the number and range of people who make everyday walking and cycling trips through providing well-connected routes and quality infrastructure. The opportunity is high, with nearly 90% of commuting trips being shorter than 10km and over 60% shorter than 5km¹⁰. These are distances that can be easily covered on a bike by most people in less than 30 minutes.

As part of the development of a people-centred travel network, transport and planning will investigate a Link and Place approach to consider links with the transport network and places in order to help improve access and a sense of place.

Private car dominance and traffic congestion

Limited public transport options and a fragmented walking and cycling network mean the majority of travel in Portsmouth is undertaken by car. Data from the 2011 census shows that 53.9% of commuters drove a car or van to work in the city, demonstrating the dominance of the car for commuter journeys.

Portsmouth suffers from congestion at peak times, with vehicles travelling on average 32% more slowly than the national average¹¹. This increases air pollution and has an impact on the economy.

Current predictions are for a significant growth in demand for inbound traffic. This is predicted to lead to an increase in traffic of 26%¹² and delay of over 50%¹³ by 2036. There simply isn't the room on our majority island city to build new roads

to meet this demand and therefore we have to encourage more people to use the most efficient modes of transport – walking, cycling and public transport. For example a double-deck bus can carry up to 75 passengers but occupies the same road space as two cars.

There is opportunity to reduce the dominance of cars so that there is more space to walk and cycle and more priority for public transport. Making cycle routes more direct and safer to use and improving walking routes so that walking becomes a more attractive option, particularly for short journeys, will support this, along with supporting the public transport network to be more efficient, reliable and serve the areas where people want to go.

Reducing congestion can make businesses and the ports more efficient, improving air quality and helping to ensure that those who must travel by private vehicle, can do so quickly and efficiently.



10 Census 2011 travel to work data

11 Portsmouth Transforming Cities Fund application form

12 Portsmouth and South East Hampshire Transforming Cities Fund Strategic Outline Business Case

13 Solent Transport Public Transport Vision



© Vernon Nash

Supporting the future growth of the city

The population of Portsmouth has increased by around 25,000 (15%) over the last twenty years. Continued growth is expected over the life of this strategy, with around 17,000 new homes and 7,000 new jobs by 2036¹⁴.

There is opportunity for growth to contribute to a more vibrant city with increased tourism, and crucially for the travel demand generated by new residents and workers, some of who will inevitably travel from surrounding areas. With consideration made through new developments citywide, a cohesive travel network can be created. This will help support and fund improved walking, cycling and public transport infrastructure, as well as more frequent public transport services. New developments will bring benefits to the whole city for new and existing residents, businesses and visitors. In the only two major development sites identified across the city; Tipner West and city centre, aspirations for car-free development have been outlined. Good transport links are vital to ensure these sites are connected sustainably

to the wider city. The draft Local Plan will deliver this continued growth, ensuring it is delivered in a cohesive manner, with transport integral to this and other future development. The transport network must be reconfigured to accommodate more travel in a way that improves quality of life and opportunity for all without increasing traffic. Consideration will also need to be given to conflicting demands of space within the city.

The leisure and visitor economy is the largest employer in Portsmouth with in excess of 10,000 jobs¹⁵. With a broad range of attractions of international interest in the city such as The D-Day Story, Spinnaker Tower, Portsmouth Historic Dockyard - including the Mary Rose, HMS Victory and the National Museum of the Royal Navy, Gunwharf Quays retail outlet attracting shoppers from across the south, shows held at Portsmouth Guildhall and the city's multiple theatres, alongside large scale events hosted in the city such as the Great South Run and Victorious Festival Portsmouth sees 9.3m visitors to the city a year (pre-COVID). Alongside this, Portsmouth International Port has ambition for transit cruises in the future bringing more day visitors to the city.

¹⁴ Portsmouth Economic Development and Regeneration Strategy 2019-36

¹⁵ Portsmouth Economic and Regeneration Strategy 2019-36

Enhancing public transport connections

Bus travel is not always seen as competitive with buses often experiencing delays from congestion, leading to unreliability, particularly at peak times of the day. The bus is also sometimes considered expensive compared to car travel, however, there are a number of associated annual costs of running a car to be considered, such as insurance, MOT, parking charges etc.

The National Bus Strategy for England, 'Bus Back Better'¹⁶, was published by the government in March 2021, setting out its approach to improving bus services and raising patronage. To meet the requirements of this strategy the council will enter into an Enhanced Partnership (EP) with the bus operators to work collaboratively to improve local services.

Rail journeys are often considered to be relatively slow in comparison to car journeys, particularly for trips between Portsmouth and Southampton, and they are infrequent.

There is opportunity to significantly improve the environment for public transport, with dedicated bus lanes, and to work with operators to transform bus and rail services. A shift from car to bus travel would support our objective to deliver cleaner air, while also supporting carbon reduction, reducing congestion and improving the city's economy. There are also opportunities to work with the government and rail industry to improve rail services. Transformed public transport is central to improving travel in the city and ensuring fewer people choose to travel by car.

Portsmouth has five local ferry/hovercraft routes connecting to Gosport, the Isle of Wight and Hayling Island. Waterborne transport is an



© Hover Travel

important part of the public transport network for Portsmouth, bringing large numbers of visitors and commuters. There may be opportunities to enhance waterborne transport services, particularly their integration with other public transport routes. There must be good integration between and to/from public transport and other modes and well-designed transport interchanges or hubs can make journeys more efficient and attractive.

The need to work across administrative boundaries

We must work closely with our neighbouring local authorities to create the conditions that allow everyone to travel as sustainably as possible. Some of our key policies, including the delivery of a rapid transit network, require close co-ordination with our neighbours if they are to be successful.

There is opportunity to secure the clear benefits of close co-operation and strategic thinking. Working together will allow us to prepare more effective strategies that have a positive impact across the whole region.

Our vision



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



We have developed an ambitious vision to deliver transformation in transport and travel within the city and wider city region. By improving the quality and extent of walking, cycling and public transport networks, and embracing new technology-led mobility options, we will enable people to proactively choose less car-dependent lifestyles.

The vision is to put people and their end-to-end journeys first by delivering a transport network of attractive, sustainable travel options, enabling individuals to make the best choice for them.

Four strategic objectives support the vision, each of which is further expanded upon with a set of detailed policies. Delivering on these objectives will be our main focus throughout the period of this strategy. The objectives are set out on page 20, with policies detailing the outcomes we want to achieve on page 24. Our implementation plan sets out the type of schemes we will deliver over the lifetime of the strategy.

© Gosport Ferry



Our strategic objectives



Deliver cleaner air

Everyone who lives in, works in or visits the city should be able to breathe air that will not damage their health. Unfortunately today this is not possible. Extensive research conducted to develop the Portsmouth Air Quality Local Plan shows that significant intervention is required to improve air quality in the city. Air quality and transport modelling demonstrated that a charging Clean Air Zone (CAZ) would be required to reduce air pollution to within legal limits in the shortest possible time.

The CAZ in isolation is unable to deliver the levels of reduction of pollution needed and will therefore be supported by a number of complementary measures. These include: providing more electric vehicle (EV) charge points, including for taxis; progressive change of taxi licensing rules; using

parking permit fees to encourage low emission and fewer vehicles; changes to parking capacity and pricing, including expanding park and ride and creating a transport hub; for those travelling from outside of the city and exploring ways to discourage private off-street non-residential car parking while enabling alternatives to car use.

Through the delivery of the CAZ and additional complimentary measures and other policies set out in the strategy, we will seek to not only meet the legal limits for air quality, but to exceed them, improving the air quality across the city for all. The Air Quality Strategy produced in 2017 will be updated to reflect the changes being implemented through the Air Quality Local Plan.

As well as these measures, the other strategic objectives support reductions in air pollution through their policies.



Prioritise walking and cycling

Most trips within the city are short but despite this the car is too often the default choice. This is likely to be related to the walking and cycling infrastructure. Without quality infrastructure we know that people who walk or cycle find routes unappealing and have fears around safety, as well as a perceived convenience of the private car¹⁷. Issues such as unsegregated and non-continuous routes, street clutter, narrow pavement widths etc. can make walking and cycling an unattractive option.

Following the Manual for Streets recommendations of user hierarchy we will prioritise pedestrians and people who cycle followed by public transport users, specialist

service vehicles and then other motor traffic. To do this we propose to provide traffic-free cycle routes and high-quality walking connections. This will also provide space to safely accommodate people with mobility issues, those who may need to use a wheelchair or mobility scooter and pushchairs, as well as new technologies, such as e-bikes and e-scooters. Provision of secure cycle parking in areas of demand will also form part of our response, alongside reducing traffic in residential streets, the city centre and high streets. Promoting active travel can result in reduced emissions of air pollutants, helping to tackle climate change and improve air quality, whilst also contributing towards the recommended 150 minutes of physical activity for adults each week¹⁸.

¹⁷ ITS Leeds 2011, *Understanding Walking and Cycling*

¹⁸ Active Travel Briefing, August 2020 <https://commonslibrary.parliament.uk/research-briefings/cbp-8615/#:~:text=%20Investing%20in%20active%20travel%20can%20bring%20environmental%2C,reducing%20congestion%2C%20supporting%20local%20businesses%20and...%20More%20>



Transform public transport

Whilst the city benefits from five train stations and some high-frequency bus corridors, there are limited public transport services in some areas of the city and a lack of priority slows buses down, making them less attractive. This means that it is routine for people to use private cars for very local journeys. We will introduce a transformational new South East Hampshire Rapid Transit (SEHRT) network, which will build on the existing Eclipse route between Fareham and Gosport and Star corridor from Waterlooville to Clanfield. Across the city, more street space will be dedicated to SEHRT and local bus networks,

leading to faster and more reliable journeys. We will work with bus, rail and ferry operators to deliver wider improvements to services both across the city and to longer-distance destinations, improving journey times, creating higher frequency services and continue to simplify fares and support innovation to improve customer service. We will work with operators to try to ensure that all communities have adequate access to bus services. Furthermore, improved interchanges at stops and stations alongside local 'hubs' will help integrate public transport with 'first/last mile' transport such as cycling, cycle hire and e-scooters, to deliver a truly seamless travel experience.



Support business and protect our assets

The success of the economy in Portsmouth is intertwined with the International Port and naval base. The ports, along with the thousands of other businesses and organisations within the city including industrial and business parks, must be served by an efficient transport network. Consequently we will seek to ensure the main highway accesses to the city are focused on supporting essential trips that cannot easily be made by other modes. This is central to delivering a prosperous city, with an economy that can provide good quality jobs. Recognising the vital role goods vehicles play in the city we will work

with stakeholders to understand how efficiency and sustainability can be increased. We will support the delivery of freight consolidation that can reduce the number of goods vehicles on our streets, whilst reducing costs for business. We will ensure that the road network and all highway infrastructure is well maintained, its performance monitored and is configured appropriately to enable traffic to flow effectively and efficiently. Technology and innovations will be explored to increase the capabilities of the network and to prepare for the vehicles of the future. Kerbside space will be used efficiently and flexibly, whilst works on the highway will be properly co-ordinated and will maintain adequate access to road users.

Supporting a resilient city

As we have seen on page 10, Portsmouth faces a range of challenges. While the most immediate may be coronavirus, others like the climate emergency demand significant changes to how we live and travel. Portsmouth must be resilient to face and tackle these challenges. In implementing the policies in this strategy, our focus will be on keeping people healthy and safe and maintaining essential travel while the impacts of coronavirus are still being felt. The following principles will guide this process, helping the city emerge stronger once the crisis is over. Whilst the long-term impact of the pandemic on travel behaviour is currently unknown, we will assess any potential impact over time and consider how such behavioural changes may effect the policies set out in this strategy.

Guiding principles for delivering the vision

Engagement and partnership working

It is more important than ever that improvements are made to meet the needs of stakeholders and as such engagement is key and is fully considered with the development of appropriate stakeholder engagement plans for each specific programme, scheme or initiative. Engagement and partnership working will best deliver a transport network which meets the needs of all, now and in the future.

We have established a Community Panel for users and non-users of public transport to enable local people to shape South East Hampshire Rapid Transit (SEHRT) as the programme progresses. Going forward, panel members will be invited to take part in surveys, focus groups and engagement activities to enable ongoing discussion, effective behaviour change campaigns and marketing, and step towards

de-mystifying bus travel, this approach can be replicated across other work programmes

Reduce travel demand

Initially this is essential to cope with reduced capacity on public transport while ensuring the highway network continues to function safely, but longer term to support environmental improvements and future growth. We will encourage businesses and organisations to reduce travel demand in peak hours to avoid congestion, encouraging greater home working, staggering arrival and departure times for staff and pupils and using non-motorised modes where possible. We will facilitate greater use of online services and provide improved consolidation facilities, including collection lockers.

Making best use of limited capacity

As a largely island city with a historic road network, many of Portsmouth's key transport corridors have limited highway capacity and as such the use of infrastructure should be maximised to most effectively move high numbers of people (e.g. through bus and cycle lanes). For example, one traffic lane can carry 2,000 people per hour in cars, 14,000 on bikes or 19,000 on foot¹⁹. To ensure that everyone who needs to travel can do so quickly and safely we will prioritise walking, cycling and emerging modes like e-scooters above car use along with supporting the recovery of public transport returning to capacity with the relaxation of social distancing.

Keeping people safe

This is essential if people are to have the confidence to access the city especially in the wake of coronavirus and for daily journeys. During the pandemic there will be places where

19 UITP, making the most out of scarce road space



people continue to gather, including bus stops and shops. We will provide more space for pedestrians where possible, so that people can access the city safely and follow social distancing guidelines.

All transport and travel schemes delivered in the city will ensure the safety and perception of safety are integral in their design whether this is to address concerns for personal safety such as inclusion of lighting or concerns of highways safety such as segregation from other traffic.

Improving our lives locally

This is essential to deal with the immediate increase in local travel within our neighbourhoods as home working becomes a norm and residents carry out their day to day activities nearby as a result of the pandemic. To give people the confidence to walk and cycle locally we will provide additional space, reduce through traffic in residential streets and provide improved connections to local centres and green spaces through initiatives like low traffic neighbourhoods and School Streets.

Ensuring inclusivity and accessibility

In making immediate changes to respond to the pandemic and longer-term improvements we will ensure that proposals are inclusive and promote accessibility. Consideration will be given to the needs of stakeholders for all schemes and initiatives and the impacts they may have on different protected characteristics and any mitigation measures required. To successfully do this we need to ensure we fully understand the needs of those who use our travel network, making sure it works for them. Where relevant, we will continue to work closely with stakeholders, including local community and disability groups, when developing individual schemes. We will

understand areas of concern, particularly the ease of use of different transport modes and infrastructure for all including for those with disabilities or people who use pushchairs, for example.

We understand that there remains a significant difference in gender perceptions on the safety of public transport with women feeling significantly less safe than men when on public transport²⁰. This is not thought to be unique to sex, with certain sexual orientations, gender identities, trans people, people of different religions and/or ethnicities and races also thought to feel more vulnerable. We will work to engage with these affected groups and individuals and respond to these views.

We will seek to understand how modal shift can be supported in all communities. Improving our transport system in response to the needs of our diverse community will reconnect and open up opportunities for all, and in particular our more disadvantaged communities, giving greater opportunity for better health outcomes, through an increase in the health, environmental, and socio-economic co-benefits of an efficient and sustainable transport system.

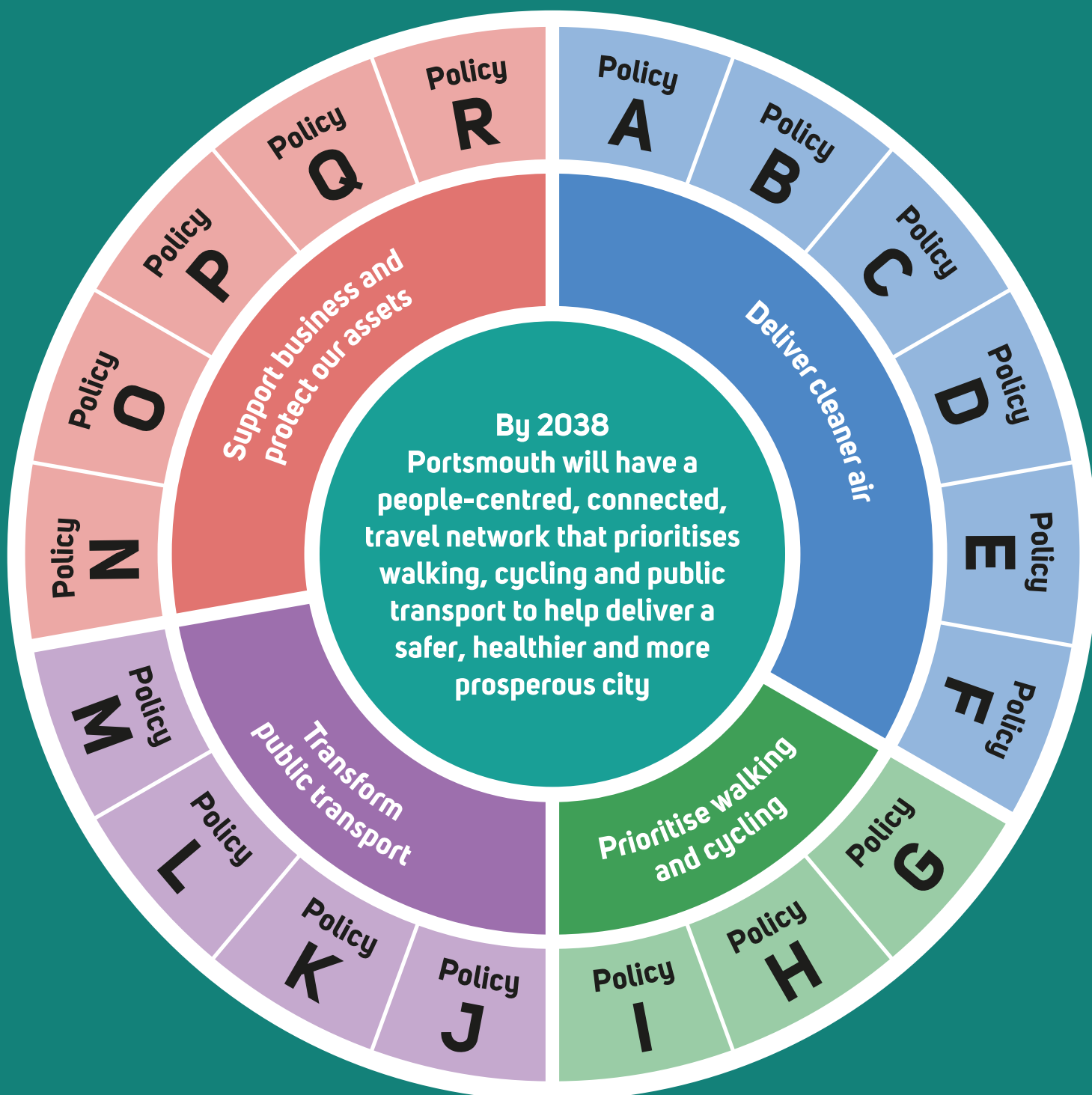
Environmental and ecological protection

Habitat Regulation Assessment (HRA), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside LTP4 have influenced the potential mitigation measures that will be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.

20 <https://www.imperial.ac.uk/news/196474/women-10-more-likely-to-than-report/>

Our policies

We have developed a set of policies for each objective, that detail how we will deliver them. The remainder of this section sets out the policies, why we are bringing them forward, how they will be delivered and what outcomes they will bring.



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	Prioritise walking and cycling	Transform public transport	Support business and protect our assets
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 through 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.	✓	✓	✓	✓
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 low traffic neighbourhoods and school streets that reduce through traffic in residential streets.	✓	✓		
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.	✓	✓	✓	✓
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.	✓	✓	✓	✓
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.	✓	✓		✓

Deliver cleaner air

Policy A: Implement a government-directed city-centre Clean Air Zone (CAZ) in 2021.

Why this policy?

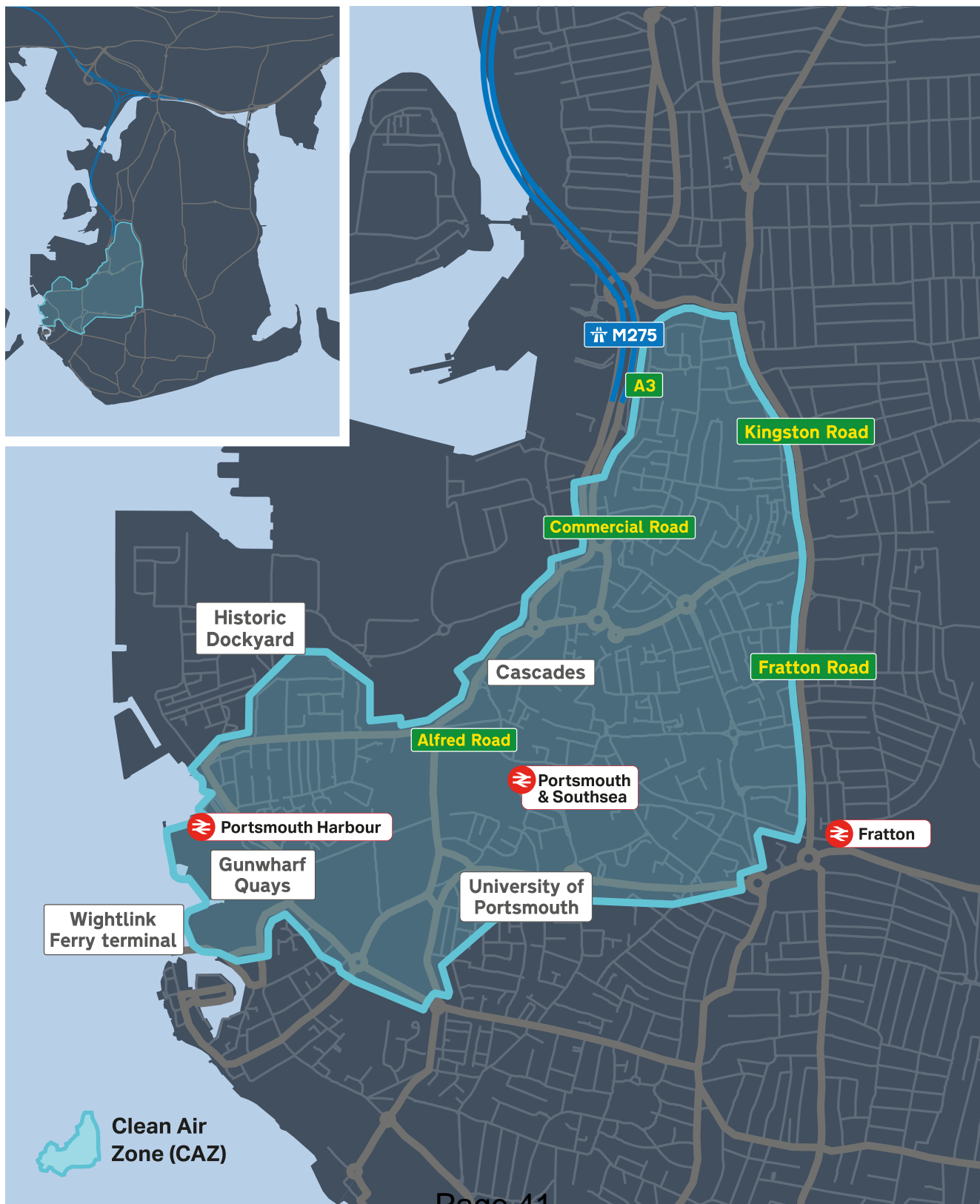
There are currently five Air Quality Management Areas (AQMAs) in Portsmouth where annual monitoring of nitrogen dioxide levels have historically shown an exceedance of national standards for air quality. These are clustered around road links into the city, including the city centre. Modelling carried out as part of the Air Quality Local Plan work shows that a Class B charging Clean Air Zone (CAZ, which charges the most polluting buses, coaches, taxis, private hire vehicles and heavy goods vehicles (HGVs) to drive within the zone, will reduce nitrogen dioxide levels where they are highest and have been modelled to exceed legal limits in the future. Taking this step will help to ensure we are protecting public health in some of the worst affected areas.

How will it be delivered?

The Class B charging CAZ will begin operation in 2021 as instructed by the government and we will work with the bus and coach industry, the taxi and private hire trade, and HGV fleet managers to ensure they are ready for the scheme and can begin to green their fleet. This will include providing financial support for retrofit (where available) and replacement of the most polluting vehicles so that businesses can continue to operate their vehicles within the zone without being liable for a daily charge. This will be supported by a range of measures, including those taken forward in the other policies of this strategy, which will seek to reduce the numbers of businesses and individuals disproportionately impacted by the introduction of the charging CAZ. This is set out in the Portsmouth Local Air Quality Plan Full Business Case that was approved by central government in March 2021. The CAZ will be located in the city centre region, with the boundary drawn in the south west of the city. The location was identified following extensive modelling which established that exceedance and near-exceedance sites are located within this area.

In order to reach net zero by 2030 it is essential that a significant proportion of trips are made using sustainable transport modes. We will progress using this type of zone for further air quality and carbon reduction initiatives to help achieve this ambitious target.







Policy B: Support infrastructure for alternative fuelled vehicles.

Why this policy?

The use of electric and alternatively fuelled vehicles, including fleet vehicles, taxis and private cars, have a significant role to play in delivering cleaner air in the city. Whilst such vehicles still contribute to some pollution, mostly in the form of particulate matter from actions such as brake and tyre wear, they produce fewer emissions than petrol and diesel vehicles, largely through the removal of exhaust pollution. With the government banning the sale of diesel and petrol cars, including electric-petrol hybrid vehicles by 2030 we need to significantly increase the

availability of the electric charging infrastructure and plan for greater use of fuels such as hydrogen. Whilst private electric vehicles will have limited or no effect on reducing issues such as congestion and parking, they are less polluting than petrol and diesel vehicles and therefore contribute to improved air quality in the city.

Portsmouth's bus fleet has become significantly cleaner in recent years through using government grants to retrofit all 105 commercial buses which pass through the most polluted parts of central Portsmouth, while also independently upgrading other buses. With air quality still poor along the main bus routes, operators have a significant part to play in helping the city deliver cleaner air, alongside those operating goods vehicles, taxis and private hire vehicles.

How will it be delivered?

We will continue to provide appropriate charging solutions to meet demand and need, such as those provided in our pioneering On-street Residential Chargepoint Scheme (ORCS) that has seen electric vehicle (EV) charge points incorporated into lamp columns across the city. As well as on-street EV charge points we will introduce more off-street charging points into all council-owned car parks through this policy and our emerging Ultra Zero Emission Strategy which will be delivered alongside our emerging Parking Strategy. We will also require EV charging infrastructure where car parking is provided in new developments. Partnership





working with businesses and neighbouring authorities is important to ensure that there is a comprehensive network of EV charge points across the wider Solent region. As well as support for charging infrastructure we will provide advice to those wanting to upgrade their commercial fleets to cleaner vehicles.

Taxis and private hire vehicles are an important mode of transport for many, offering flexibility for short trips and supporting home to school journeys. They often make a large number of short and localised trips, which are well suited to zero-emission vehicles. We will seek to support taxis and private hire vehicles by providing a network of rapid charging points/hubs at key locations across the city such as on strategic corridors and at ferry ports. Changes to licensing requirements for taxis and private hire vehicles to incentivise the uptake of low and zero-emission vehicles have now been made. From 2025 newly-licensed taxis and private hire vehicles must be electric or hybrid and with effect from 2022 re-licensed vehicles must be no more than eight years old and newly licensed no more than four. We will also seek to work with large fleet operators to support a move to EV use as appropriate and as technology progresses. To aid with the transition of the taxi fleet towards compliant vehicle types, we will seek to provide financial support through grant funding.

Further types of alternative-fuelled vehicles include electric bikes and electric scooters and these will also be supported with charging infrastructure as required.

Alternative fuels, such as hydrogen, are being trialled across the UK and vehicles powered in this way produce only water from the exhaust. The council will work with organisations who wish to undertake trials in the city where the net life-cycle carbon emissions, including in producing and transporting the fuel, is zero.

Achieving greater usage in alternative fuels can require new infrastructure which can be challenging in a highly built-up city such as Portsmouth. Bus operators have begun to embrace the challenges faced, through the bus retrofit project, while also independently upgrading other buses to offer an improved customer experience as well as cleaner technology. We will work with operators to help identify potential alternative fuel technologies that would be suitable for the city and bring forward trials. We will support bus operators in providing the infrastructure required for cleaner bus fleets including new bus facilities – for example, expanded park and ride, transport hubs and bus depot sites – that include the facilities to support zero emission vehicles. Partnership working across the Solent region will be important here, as depot or fuelling infrastructure provided outside the city could contribute to delivering this policy.





Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes.

Why this policy?

Around 67% of households in Portsmouth own one or more cars²¹. In many parts of Portsmouth the density of the housing, such as the terraced streets – where generally there is only room for one car outside a house and no off-street parking space – can lead to a higher demand for on-street parking which can often exceed supply, particularly if households own more than one vehicle. In response to residents' requests we have introduced residents' parking zones (RPZs) to better manage parking and make access to parking on-street fairer for all residents. Of those households that currently have car parking permits, 18% hold two and therefore will be parking their second car outside neighbouring properties. This policy will seek to manage the on-street demand for residential parking whilst reducing the need for privately-owned vehicles by providing alternative options. Fewer private vehicles in the city will help to improve traffic and parking congestion and air quality.

There is growing demand for shared mobility options such as car clubs, shared bike and e-scooter schemes. Micro-mobility can play an important role in enabling convenient and seamless travel across the city without a car, and car clubs can reduce the need for private car ownership, particularly multiple car ownership for

individual households. Private e-scooters are not legal to use on the public highway, however the government has recently changed legislation to enable them to grant permission for trials of rental e-scooters in response to the coronavirus crisis. In practice people across the country are already taking to the streets on private e-scooters. Micro-mobility provides an affordable, convenient, low-energy alternative to the private car and can, when used responsibly, perform a particularly useful role in the first or last mile of a journey, for example, making it easier to get to a train station or bus stop from home or, at the other end of a journey, to a final destination.

How will it be delivered?

In RPZs the price for permits increases according to the number of cars a household has. In zones with the greatest parking pressure, households are limited to a maximum of two permits. We will introduce differential charging for permits of the first vehicle according to emissions. If it is purely electric the permit will be free and if it emits 100g/km or less the charge for the first permit is reduced by 50%. There will be no discount for a second or third vehicle to discourage multiple vehicle ownership. By charging more for permits for the most polluting vehicles, while reducing the fee for the least polluting, we can encourage car owners to switch to cleaner vehicles. Increasing



charges for second permits, as is currently the case, and considering whether additional permits should be allowed for households with multiple cars, will encourage households to own fewer vehicles. We will also seek to better understand resolution to commercial vehicle parking in residential areas. We will continue to investigate other ways of controlling parking in RPZs where parking levels are reaching or exceeding capacity. Where parking zones cause, or are anticipated to cause, significant problems with displaced parking, a rolling programme of surveys has been developed.

We will continue to work with the University of Portsmouth regarding reducing the level of student-related traffic within the city. Currently students living at the university halls of residence are not permitted to bring cars into the city as a condition of their residency (disabled students are exempt). The university also promotes alternative travel modes to students through a range of measures such as the university bus service.

A key part of reducing demand to own private cars will be to provide residents with the confidence that they have alternative transport modes available to make various trips. This will include access to public transport, taxis and private hire vehicles and introduction of a bike share scheme and associated infrastructure as well as a car share scheme enabling those who don't own cars to be able to access one when needed for trips that cannot easily be made by other modes – for example, collecting bulky items. The car club scheme will focus on residential usage, but also encourage local businesses to join. Through the forthcoming Local Plan, development proposals will be encouraged to consider provision of car clubs in accordance with the Parking Standards

Supplementary Planning Document Research has found that each car club vehicle takes an average of six private cars off the road²².

We are currently participating in a government e-scooter trial scheme with a number of fully-racked mandatory parking areas located in the city, from which people can collect and return e-scooters. We will ensure all of our infrastructure improvements (outlined in Policy G on page 38) make it safer for those who may choose to use e-scooters or other forms of micro-mobility. Safety of these modes of travel, both for the user and other road users and pedestrians will be an important consideration which we will work with key stakeholders on. Alongside improved walking and cycling connections and greater priority for walking and cycling, delivering micro-mobility is part of making best use of limited capacity during the coronavirus crisis.





Policy D: Expand the Portsmouth Park & Ride to create a transport hub, to reduce pollution and congestion in the city and increase transport choices.

Why this policy?

The Portsmouth Park & Ride (P&R) at junction 1 of the M275 was opened in 2014 and currently has 665 car parking spaces. Nearly half of all traffic entering the city passes the park and ride on the M275 and therefore expanding the park & ride, alongside reducing parking provision within the city means that more traffic can be intercepted before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently. This policy is a key part of reducing pollution and congestion and delivering cleaner air. The expansion of the park and ride will support regeneration of the city centre, enabling more effective management of city centre parking and the potential re-purpose of some car park sites alongside supporting the transformation of public transport in the city.

How will it be delivered?

Our proposals for the expansion of the park & ride site include multi-decked parking to provide a total of up to 2,650 parking spaces including electric vehicle charging and a transport hub that may provide cycle parking, taxi rank, car club and bicycle rental facility, public conveniences, landscaping, and ancillary offices and units. The expanded park & ride site will link to the proposed new walking and cycling network (see Policy G

on page 38) with secure cycle parking facilities provided, linking to trials of e-scooters and bike share (see Policy C on page 32) providing opportunity for park and cycle, scoot and stride. The expanded park & ride will allow us to release car parking in the city centre for development. This will be focused on those car parks serving destinations that are easy to access by public transport or improved cycle connections. This will be taken forward in more detail in the emerging Portsmouth Parking Strategy, draft Local Plan and emerging Parking Supplementary Planning Document (SPD). As well as park & ride services accessing the city centre, we will seek to extend operating hours to meet demand and services to key attractions within the city, such as the seafront, Queen Alexandra Hospital and Fratton Park, including investigating demand for a new park and ride site to the east of the city. The expansion of the park & ride, which provides a direct, reliable and affordable alternative to driving by car, will be complemented by restrictions on access for general traffic to the city centre (see Policy I on page 41) and by increased signage and promotion. In addition, we will investigate the potential for park and rail sites to serve the city.



Policy E: Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure.

Why this policy?

Around 60% of people who work in Portsmouth commute by car, despite the majority of these trips being less than 10km in length²³. One of the reasons behind this is the availability of cheap or free parking at their workplace. Although there will always be the need for some essential parking, whether for operational reasons or for Blue Badge holders, much of this parking could be used more productively given that it sits vacant for much of the time.

Providing attractive alternatives to the car, increasing the cost and reducing the number of private non-residential parking spaces will be a key part of bringing about the change in travel patterns needed to achieve our vision for the city. A Workplace Parking Levy (WPL) (see Appendix: Transport terms on page 57) is one of the ways in which we could deliver these benefits.

Councils across the country are evaluating the introduction of WPLs. This is partly because the UK's first WPL, in Nottingham, has been hugely successful. Unlike in other comparable cities, traffic congestion has fallen since the launch of Nottingham's WPL, CO₂ levels reduced dramatically (albeit not just because of the levy),

while some organisations made more efficient use of parking – including the city's universities²⁴. The WPL has also raised considerable revenue, which has allowed the council to fund a tram network. This has been integral to Nottingham now having some of the highest levels of public transport use in the UK outside of London. Furthermore, all of this has been achieved with very little evidence of negative impacts on businesses²⁵.

How will it be delivered?

We will investigate the potential for a WPL in Portsmouth, in close consultation with businesses to ensure that it does not negatively impact the economy and offers benefits to businesses. These benefits could include re-using land more productively, ensuring a healthier more productive workforce, and providing more efficient transport networks that reduce traffic congestion and enhance the range of quality walking, cycling and public transport routes. Assessment of any wider impacts would be considered including parking congestion in residential areas. As part of the investigations into the potential for this scheme, we will explore the possibility of working with neighbouring authorities.

²³ Census 2011

²⁴ Centre for Cities 2017: Funding and financing inclusive growth in cities

²⁵ Centre for Cities 2017: Funding and financing inclusive growth in cities



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.

Why this policy?

Travel behaviour change programmes can have a significant impact on the way people choose to travel, with businesses seeing decreases in car use of up to 50%²⁶, while similarly big increases in walking, cycling and public transport can be achieved for residents²⁷. Additionally, bringing infrastructure investment together with behaviour change programmes can have the

biggest impacts²⁸. Furthermore, people who are more active tend to suffer from less illness, with benefits for individual quality of life as well as wider benefits to businesses through reduced absenteeism²⁹. Behaviour change programmes aimed at children can help to embed active travel at a young age and improve public health outcomes by targeting physical inactivity, supporting a reduction in child obesity.

How will it be delivered?

We will build on the work already being done through our My Journey behaviour change, marketing and communications programme to continue providing residents with the information, incentives and help they need to travel more sustainably including highlighting the ease of use of sustainable travel modes such as walking and cycling for local journeys and dispelling myths. We will act on the importance that behaviour change and communications programmes have, ensuring they are delivered in a variety of ways to meet evolving technology, whilst also reaching all members of the community. They will complement the infrastructural investment that is set out throughout this strategy.



²⁶ DfT, *Making Travel Plans Work: Lessons from UK Case Studies*

²⁷ DfT, *Making Personal Travel Planning Work: Case Studies*

²⁸ *Ibid*

²⁹ DfT, *Working Together to Promote Active Travel: A Briefing for Local Authorities*



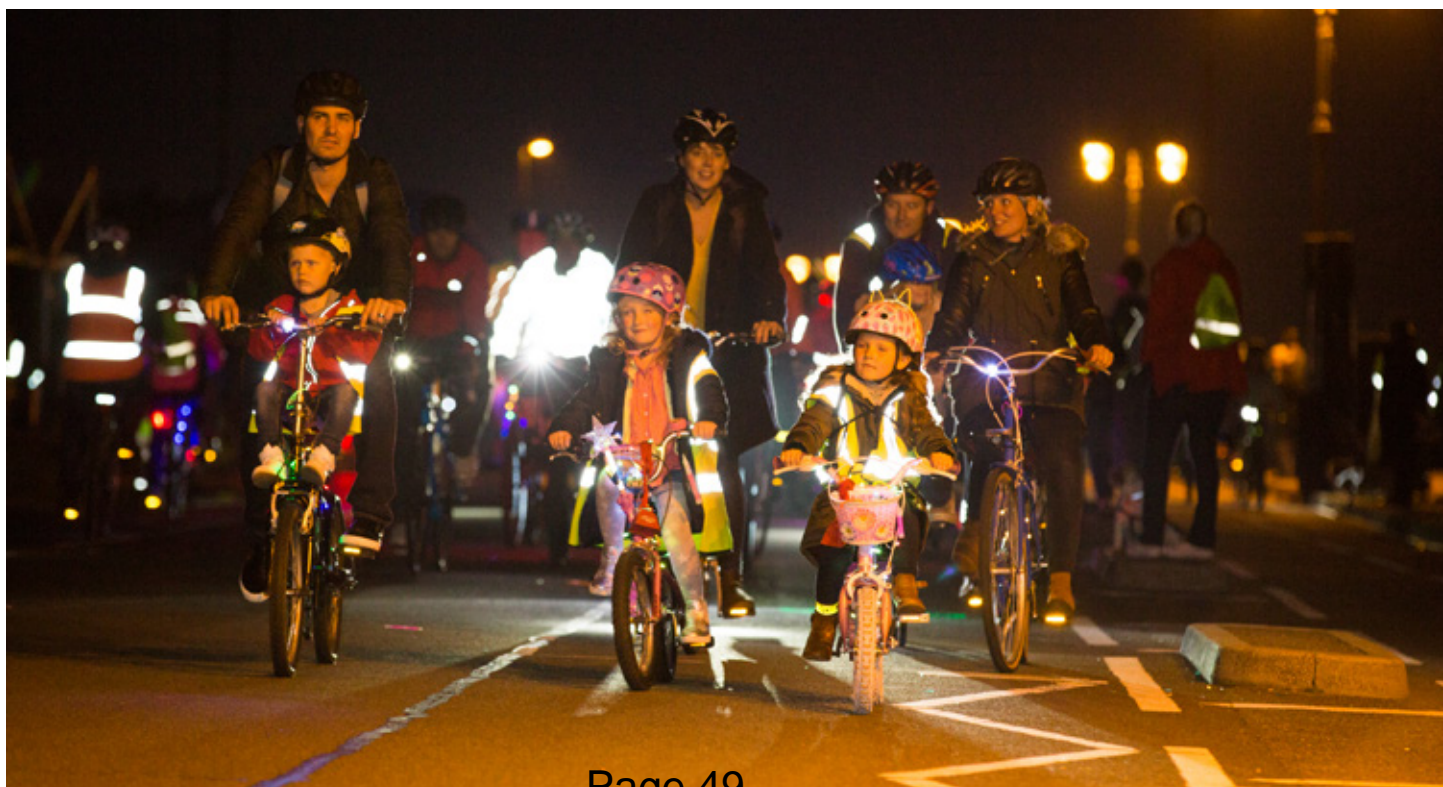
As well as modal shift behaviour change, other campaigns and events influence transport-related concerns such as:

- **Safety** – The importance of using cycle lights and wearing high-vis clothing when cycling after dark through events like Glow Ride and Be bright, be seen, working with priority groups such as powered two-wheelers and encouraging considerate parking, particularly around schools.
- **Air Quality** – Discouraging vehicle idling to create cleaner air.

Additionally, we will continue our school travel planning initiatives, building on such schemes as Bikeability and Pompey Monsters to encourage behaviour change for the school run and other journeys through working with schools and colleges, school children and parents/guardians.

1700 Bikeability places were provided per year up to 2019/20. Although this level reduced significantly in 2020/21 due to the effects of the pandemic, it is anticipated that places offered will return to pre-COVID levels in 2021/22. Our Pompey Monster scheme currently covers four schools per year, with around 1200 pupils participating. During the pilot of this scheme, of those who never or occasionally walked to school at the start, 93% said they were likely or very likely to continue walking and 60% said they were now walking four to five times a week.

We will also continue to work with local businesses to encourage workplace travel planning, encouraging businesses to support sustainable staff travel such as cycling, walking and car sharing. We will endeavour to identify potential funding opportunities to support this and continue to deliver grants through a workplace sustainable travel fund.



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.

Why this policy?

In terms of energy use, carbon emissions and use of street space, walking and cycling are the most efficient ways to travel for short distances³⁰. Given Portsmouth's compact nature and the short length of many trips, we believe we can achieve the kind of 'active travel' levels seen in leading cities such as Oxford and Cambridge where up to 40% of people walk and cycle to work, compared to 25% currently in Portsmouth³¹. Portsmouth has some of the highest levels of cycle theft in the region, partly because of a lack of secure cycle parking in the city and fear of theft is a significant deterrent to more cycling³².

Minimising people's reliance on private cars is key to improving air quality and addressing the climate emergency. Making the street environment safer, more attractive and convenient for walking, cycling and micro-mobility, particularly for local trips, is an important part in this. In order to make walking and cycling an attractive alternative it needs to be inclusive and accessible to as many people as possible. A key challenge is to address the 'stop start'

nature of cycle routes across the city, building in continuity as far as is possible.

How will it be delivered?

As part of our Local Cycling and Walking Infrastructure Plan (LCWIP) we have identified a network of walking and cycle routes in the city for utility journeys that improve safety and connectivity between residential areas and the city centre, local high streets, employment and health sites. We continue to work with neighbouring authorities to ensure all routes are continuous and join with surrounding authority areas.

To support the identified network we will deliver protected continuous cycleways, as well as widened and higher-quality footways, improved crossings as close to desire lines as possible and bring forward public realm schemes in local centres to improve their attractiveness.

Widening of footways will provide more space for those with mobility issues, mobility scooters, wheelchairs and pushchairs.

³⁰ Stefan Gossling 2020: *Why cities need to take road space from cars – and how this could be done*, *Journal of Urban Design*

³¹ Census 2011 TTW

³² Portsmouth Future Mobility Zone bid application



The existing pedestrian and cycle wayfinding signage will be expanded and improved and safety features such as improved lighting will be considered.

In addition to new routes and infrastructure we will continue to maintain and improve those existing. Such measures will support greater use of the cycle routes, making them more accessible for all, from beginner cyclists to more experienced users.

Best practice and relevant up-to-date guidance such as LTN 1/20³³ will be used when designing the routes.

The coronavirus crisis means delivering high quality walking and cycle routes will be of the highest priority if we are to keep the city moving and make best use of limited capacity. We will also consider ways to deter pavement and cycle lane parking and other behaviours that would

cause an obstruction for all those using the active travel routes.

Given the difficulty for many residents in providing off-street cycle parking at home, we will provide more cycle hangars in residential streets, in addition to more secure cycle parking in the city centre, local centres and other areas of high demand, particularly focused along the new LCWIP routes.

Leisure and recreational routes will also be developed, working closely with the draft Local Plan and the Portsmouth green infrastructure network which is being developed. This will complement the PfSH South Hampshire Green Infrastructure Strategy 2017-2034³⁴.

Stakeholders will be part of scheme development and the walking and cycling community will be actively engaged.

³³ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

³⁴ <https://www.push.gov.uk/wp-content/uploads/2018/07/Portsmouth-Appendix-2-Green-Infrastructure-Strategy-2017-34.pdf>



Policy H: Introduce a network of low traffic neighbourhoods and School Streets that reduce through traffic in residential streets.

Why this policy?

Over the last few decades car ownership has increased, which has resulted in more street space being given over to parked cars and more traffic passing through local streets. This has tended to squeeze out many of the things that make our cities pleasant places to live – meeting neighbours, children playing in the street and walking and cycling without fear of traffic danger.

How will it be delivered?

We will introduce low traffic neighbourhoods in residential areas so that they are people-centred with only motorised vehicles on the streets for residents or those who are visiting. This can be achieved through filtered permeability and is as simple as placing planters or bollards in the carriageway or other traffic-calming measures. Evidence from London suggests that this dramatically reduces overall traffic volumes and encourages more people to walk and cycle more often³⁵. Such schemes can help to create people-centred spaces, enhancing the sense of place, considering a healthy streets approach³⁶. In addition we will trial the introduction of School Streets to enable safer travel to school through

restricting traffic on school roads during drop off and pick up times. We will also support development of play streets by stakeholders.

The combination of residential streets that are safer to walk and cycle and a high-quality longer distance cycle network (see Policy G on page 38) will be key to encouraging more people to travel sustainably. We will work closely with residents in on the development of these schemes. Any resulting impact on the wider transport network will be considered. As a result of the coronavirus crisis delivering more space to walk and cycle locally will be central to helping improve our local lives.

³⁵ London Borough of Waltham Forest, *Comparison of Vehicle Numbers Before and After the Scheme and During Trial*

³⁶ <https://www.healthystreets.com/>



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.

Why this policy?

If city centre, local and district centres are to be successful, they must be attractive places to visit. All too often they are dominated by moving traffic and parked cars, leaving narrow footways and poor air quality. During the pandemic the need for more space for people to socially distance on the footways and for cleaner air, is more pressing than ever. Evidence from across the UK suggests that investing in better public realm and managing traffic so that more people walk, cycle and use public transport results in higher levels of footfall, reduced vacancy rates and improved road safety³⁷. There is also evidence which suggests that those who travel to a local centre by bus, walking or cycling make more trips and spend more over the course of a month than those who travel by car³⁸.

How will it be delivered?

We will give priority to walking, cycling and public transport (whilst still providing necessary provision for accessible parking, deliveries and servicing) in the city centre, building and learning on experience from Palmerston Road and

Commercial Road as well as in local centres, such as London Road. Manual for Streets recommends that within the design of a scheme, a user hierarchy should be followed, with consideration being given to road users in the following order of priority: pedestrians, cyclists, public transport users, specialist service vehicles, other motor traffic³⁹.

In addition to providing more space for walking, cycling, micromobility modes, and public transport, we will also provide more social spaces by changing some parking spaces into community spaces (parklets). Consideration will also be given to the greening of routes through the draft Local Plan and through investigating alternative uses for the council-owned car parks. We will consider the potential to continue some of the positive steps taken during the pandemic to maximise and make best use of street space to consider the needs of all, including vulnerable road users and those with disabilities. This policy will be central to making the best use of limited space and keeping people safe. We understand that as a largely island city there is a certain amount of essential traffic that cannot be removed or rerouted and this is considered in **Policy N on page 50**.

³⁷ Living Streets 2018, *The Pedestrian Pound: The Business Case for Better Streets and Places*

³⁸ TfL 2018, *Walking and Cycling: The Economic Benefits*

³⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

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.



Why this policy?

Bus use within Portsmouth is currently relatively low at 7.7%, with fewer people travelling by bus than in nearby Southampton (9.6%) and Brighton (14.7%)⁴⁰. Providing an attractive local bus service is vital to encouraging more people to travel sustainably in the city. Providing enhanced services, with greater reliability and quicker journey times also creates further opportunities within reach of everyone. An enhanced public transport network will make Portsmouth more inclusive, with national research indicating that a 10% improvement in bus service connectivity reduces social deprivation by nearly 4%⁴¹.

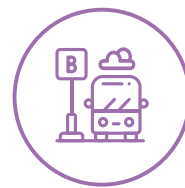
How will it be delivered?

Alongside our proposals for rapid transit (see Policy K on page 44) we will also focus on working with bus operators to improve local bus services through an enhanced partnership as detailed in Policy M on page 48, particularly focusing on less well served connections east-west in the city for example to reach local employment, supporting delivery of Bus Back Better⁴².

⁴⁰ Census 2011

⁴¹ KPMG 2016, *A Study of the Value of Local Bus Services to Society*

⁴² <https://www.gov.uk/government/publications/bus-back-better>



© Stagecoach

Services which are financially supported by the council will be considered for areas where commercial routes are not profitable enough for operators to run. The emerging Public Transport Strategy and Bus Service Improvement Plan (BSIP) will provide further detail on how alongside operators we will achieve this such as through delivering physical and dynamic bus priority at junctions to ensure that local buses have priority over general traffic, better connecting our city by bus. We will work with the planning department to seek contributions from developers towards good bus services and infrastructure in new

developments. These physical changes will be supported by improved stops, interchanges, (see Policy L on page 46) ticketing and digital integration across modes (see Policy M on page 48). We will also work with operators to trial demand-responsive transport (DRT) as a way of making it easier for people to make more sustainable trips by shared transport where local bus services are unlikely to be viable or as a 'first / last mile' trip that connects people to the proposed rapid transit network (see Policy K on page 44).



Policy K: Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth.

Why this policy?

Developing new rapid transit connections, with new vehicles, improved stops, easy ticketing, real time service information and dedicated routes, is critical to meeting growing demand for travel into and across the city. The proposed network will connect the city with over 40% of the new homes and 70% of the new jobs anticipated

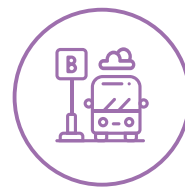
over the lifetime of this strategy. Additionally, new rapid transit connections will transform public transport connectivity for existing communities, integrating with other modes of travel. This will make it easier for everyone to access their work, friends, families and leisure activities without the need for a car.

Where schemes with high levels of priority have been delivered in the UK they have often resulted in large increases in public transport demand, while decreasing traffic volumes along their routes. This can be seen in the nearby Eclipse Bus Rapid Transit between Gosport and Fareham where there has been a 65% growth in patronage over seven years, including 20% mode shift from car to rapid transit⁴³.

How will it be delivered?

In partnership with neighbouring local authorities transport operators and partners, we will introduce the first stages of the South East Hampshire Rapid Transit network through the Transforming Cities Fund Tranche 2 that will transform the way people travel between Portsmouth and the surrounding towns. Future stages will connect to many of the city's main growth locations. This includes growth at Tipner





and Horsea Island, which would be linked by a new bridge for buses, walking and cycling.

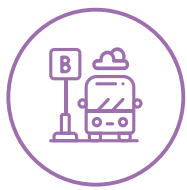
To make sure journey times are reliable we will deliver bus priority and make appropriate traffic signal changes so that priority is given to rapid transit. Measures to connect to other business areas in the north and east of the city, around the Eastern Road will also be considered.

Our modelling work suggests that journey times should be 20% quicker by rapid transit than existing services as a result⁴⁴. These physical changes will be supported by improved stops and interchanges (see Policy L on page 46) and improved ticketing and digital integration

across modes (see Policy M on page 48). The details of each specific route will be given careful consideration as this scheme is developed further.

The South East Hampshire Rapid Transit network and the Local Cycling and Walking Infrastructure Plan (LCWIP) are complementary, with LCWIP being considered as part of the infrastructure delivery for first mile and last mile journeys, and to support easier access to stops and interchanges.

The possibility of supporting a new bus depot in the city which could accommodate electric/ low carbon buses, will be investigated, to support service improvements.



Policy L: Deliver high quality transport interchanges, stations and stops.

Why this policy?

The ability to make seamless journeys across different modes of transport is essential if people are to live car-independent lives in Portsmouth. The ease of interchange and quality of the environment at stations and stops is key to this. Additionally, if the network is to be attractive to everyone then interchanges must be accessible to those with more limited mobility, such as disabled travellers, those with pushchairs or those carrying luggage. These spaces must also feel safe, as well as offering places for people to sit. The need to better cater for ‘first or last mile’ journeys, which are those trips made getting to and from public transport services usually made by other modes, is also essential if people are to have a seamless experience.

How will this policy be delivered?

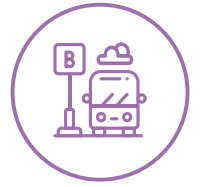
The emerging Public Transport Strategy will provide detail for how high quality, easy to use, transport interchanges and stops will be achieved in key areas of demand and between all modes.

As part of delivering rapid transit, stops and interchanges along its route will be upgraded to include enhanced Real Time Information and well-lit waiting facilities with places to sit, as well as introducing features such as secure cycle parking, cycle hire docks and other shared transport features to improve ‘first / last mile’ connections. We will enhance the public realm at

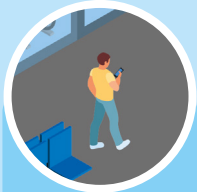
key transport interchanges, such as rail stations, to improve their quality while ensuring that onwards travel by foot is easy through providing convenient and direct crossings, safe routes and clear wayfinding, ensuring public transport information is clear and easy to understand. These spaces must also be accessible to all, providing step-free access. We will work with operators to improve accessibility at stations and stops.

We will introduce transport hubs at key interchanges throughout the city as a way of delivering seamless travel. Transport hubs aim to bring together public transport services with shared transport such as a car club, cycle hire, taxi pick up and drop off, as well as information and other facilities such as cafés, cycle hubs/ repair shops and EV charge points. Shopping pick-up lockers could also be included as part of a wider approach to micro consolidation (see Policy O on page 51).

Where possible, consideration will be given to the location of development in terms of being located near to transport interchanges and stations, to maximise opportunities and productivity. The improvements described above, particularly those around existing stops and stations, will be crucial to our coronavirus response as part of keeping people safe. In line with The National Bus Strategy - Bus Back Better⁴⁵ and Bus Service Improvement Plan (BSIP) we will look to ensure that areas with particular needs receive priority.



Train station

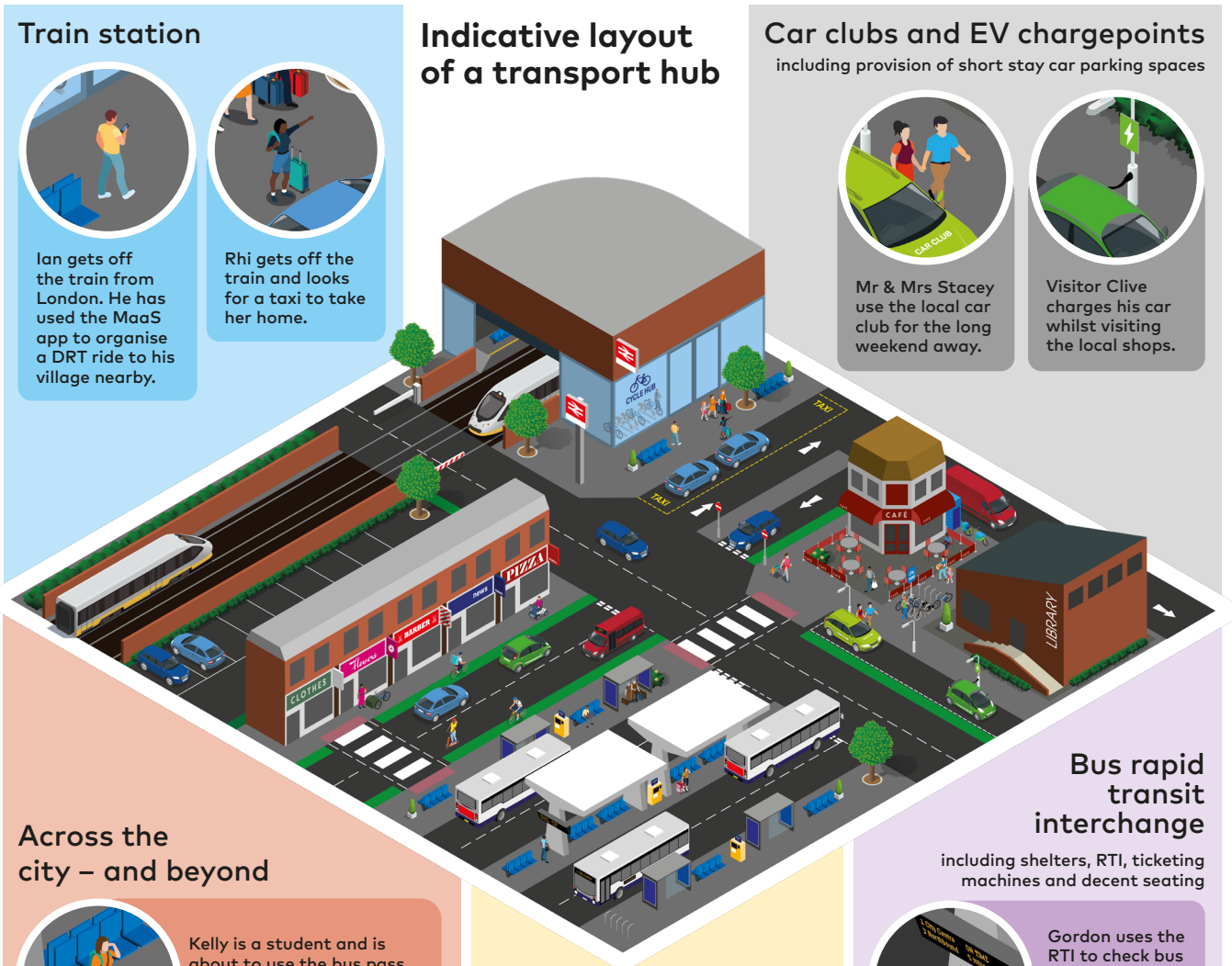


Ian gets off the train from London. He has used the MaaS app to organise a DRT ride to his village nearby.



Rhi gets off the train and looks for a taxi to take her home.

Indicative layout of a transport hub



Car clubs and EV chargepoints

including provision of short stay car parking spaces

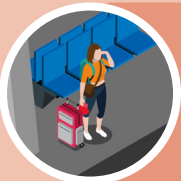


Mr & Mrs Stacey use the local car club for the long weekend away.



Visitor Clive charges his car whilst visiting the local shops.

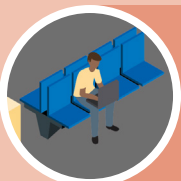
Across the city – and beyond



Kelly is a student and is about to use the bus pass stored in the MaaS app on her phone for her journey back to halls.



Andrew is making several bus and train journeys today using a Solent Go ticket. It's more convenient and cheaper than driving and paying to park.



As a result of receiving mobility credits, Piotr can now afford to make journeys to see friends and family more regularly.

Cycling and micromobility facilities



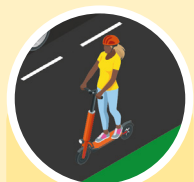
Rosina runs a local florist and borrows a cargo bike to make her deliveries.



On her morning commute after arriving by train Candy borrows an e-bike for her onward journey to the office.



Ramin leaves his bike securely in the cycle hub and boards the bus rapid transit service to get to his job interview.



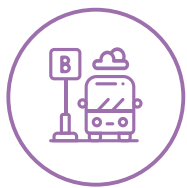
Aaliyah rents an e-scooter to visit the local gym.

Bus rapid transit interchange

including shelters, RTI, ticketing machines and decent seating



Gordon uses the RTI to check bus times for his journey home after visiting the local shops.



Policy M: Continue to work with public transport operators to deliver integrated, efficient, affordable, attractive services promoting local and regional connectivity.

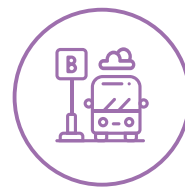
Why this policy?

One of the consistent features of cities that have high levels of public transport use, such as Brighton, Nottingham and London, is that they have integrated ticketing across multiple transport operators and types. This makes travel by public transport simpler, removing confusion around ticket or operator restrictions, as well as being more affordable. The Solent Go platform, developed through a partnership with South East Hampshire Bus Operators Association (SHBOA) and Solent Transport, has made it easier to travel by bus and ferry across the Solent region. However, a significant number of very short trips are still made by car in the city and this may partly be because the cost of making these trips is perceived to be high when travelling by public transport. A significant priority expressed by residents and other stakeholders during the City Vision for Portsmouth Conference was greater integration of transport and ticketing and simpler and cheaper fares⁴⁶. The cost of public transport can be a particular issue for younger people who can suffer from higher unemployment and lower pay in work.

How will it be delivered?

As outlined in the National Bus Strategy – Bus Back Better we will enter into an Enhanced Partnership (EP) with the bus operators to work collaboratively to improve local services. Through the Implementation Plan and the Bus Service Improvement Plan (BSIP) which will be produced by October 2021) gaps in bus services and infrastructure will be identified and considered by the EP. The Public Transport Strategy will form a key part of this process. The BSIP will show how residents and other stakeholders have been engaged to ensure their priorities are reflected.

We will work with public transport operators to expand the Solent Go platform so that it is simpler than ever to board services across multiple operators and modes, in time including rail. Through the award of funding through the Future Transport Zones we will seek to develop this into a Mobility as a Service (MaaS) digital platform, with integration across modes that caps fares for daily and weekly journeys, as is seen in London and elsewhere. We will investigate using this more integrated ticketing platform to offer mobility credits to those not using their cars as an incentive to try alternative modes. We will seek to agree a simplified fare structure that should make



© South Western Railways

short trips across the city cheaper by public transport, as well as focusing on affordability for younger people and families and appropriate concessionary pass provision.

We will continue to secure the delivery of commercially unviable but necessary bus services to support our social, economic and environmental policy objectives. Possibilities for new routes including east-west links may also be investigated.

Work with operators will also look to improve services and infrastructure where possible, with a particular focus on improving journey time, frequency and capacity to ensure public transport is a viable and attractive alternative to the private car.

Consideration will be given to bus lane use in terms of locations and sharing bus lanes with other modes which would require careful investigation.

Increasing capacity on rail services will be investigated and we will look to safeguard any required land for this at terminal locations. We will work with the government and rail industry to improve rail services and their integration, wh

appropriate, with rapid transit and bus routes. Our priorities will include faster rail journey times to important destinations such as London and Southampton and will provide new direct services to areas without them, so that passengers do not have to change trains.

For the development of rail we will look to the Continuous Modular Strategic Plans (CMSP) that have been developed for the Solent and West Coastway rail routes. These studies by Solent Transport and Network Rail include proposals for infrastructure and service improvements that are supported by the council. The emerging Public Transport Strategy will also inform this work which will look to improve journey time and frequency to key destinations.

Partnership working will continue on the city's existing local waterborne travel modes to ensure that they continue to be attractive and viable choices. This will include consideration of any future demand for additional water-based travel such as to and from Tipner West, the harbour area and Southsea.

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.

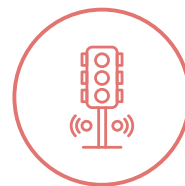
Why this policy?

Portsmouth has been shaped by its relationship to the ports and Naval Base and is home to the Royal Navy and two-thirds of its surface fleet. The presence of Portsmouth International Port makes the city a gateway to the world, with around a million tonnes of goods entering and leaving the city every year⁴⁷. Additionally through enhanced cruise facilities at the Port, more cruise ships are visiting Portsmouth, increasing from 12 in 2010 to 67 predicted in 2021, bringing an estimated 32,000 passengers to the city a year. The on-going success of the international port, alongside the Naval Base and the ports at Portsmouth Harbour and Gunwharf, is core to the economy and to the livelihoods of many residents. Additionally, Portsmouth is one of only three vehicle ferry routes to the Isle of Wight (IoW). A significant proportion of the traffic generated by these destinations cannot be transferred to other modes – families travelling in a car, and freight crossing the Solent or Channel, and the movement of military equipment and specialised vehicles. These vehicles should be able to access the port as efficiently as possible. Other businesses such as those in the industrial sector will also have a significant proportion of journeys which must be made by road.

How will it be delivered?

To ensure the success of the ports and Naval Base the key connections from the mainland through the city, the M275, in particular, must operate efficiently.

This will be achieved through a range of measures. Wherever possible commuting trips to the ports should be made by walking, cycling or public transport and this will be enabled through the policies set out previously and through development of bespoke behaviour change measures for the port. Local trips should not be made on the M275 wherever possible. This will be achieved by providing better alternatives for local trips, introducing intelligent transport systems to better manage demand, reducing access to the M275 within the city and investigating a water taxi between Tipner and the port. Targeted capacity improvements will be investigated where this can be done without creating additional demand and adding to congestion on the surrounding network. Similarly, a new traffic link to Junction 1 of the M275 could be explored to facilitate easier access to the strategic road network, reduce pressure at the Rudmore Roundabout and support delivery of strategic development sites at Tipner.



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.

Why this policy?

In recent years, the growth in commercial traffic, particularly light vans, has been greater than for any other type of vehicle⁴⁸. The reasons for this are complicated but changes in retail habits, technology, supply chain logistics and taxation for company cars are all factors⁴⁹. If we are to reduce the impact of traffic on our city then there needs to be a reduction in commercial traffic, not just private cars.

Our focus is on reducing the impact of 'last mile' deliveries and servicing in sensitive areas, such as the city centre, local and district centres and residential streets. We will aim to bring benefits to the city, while allowing the operational needs of businesses to be met and deliveries of personal items to be made with fewer, more efficient vehicles.

The important role that freight vehicles have in the city is recognised, however, many HGV's and LGV's are not full to capacity and/or make



⁴⁸ DfT Road Traffic Estimates: Great Britain 2018

⁴⁹ Ibid



deliveries to widespread destinations. Ensuring that such vehicles in Portsmouth are fully loaded and operating at full capacity will improve the efficiency and help to reduce congestion and air pollution, through reducing the number of vehicles having to make journeys.

One fully-loaded HGV travelling in once with its goods, then unloaded onto e-cargo bikes for the 'last mile' deliveries, can replace multiple lightly-loaded heavier vehicles circulating in sensitive areas.

To deliver these benefits there needs to be consolidation capacity available in the right locations across the city.

How will it be delivered?

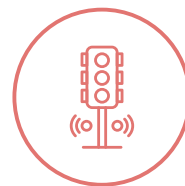
Working with businesses, logistics operators and other organisations, we will seek to encourage the consolidation of deliveries and other services such as waste collection and construction materials onto fewer and more environmentally-friendly vehicles, which may be zero emission or e-cargo bikes. This reduces the total number of vehicles required, particularly larger more polluting vehicles, and can increase efficiency and reduce costs.

We will seek to do this through the planning system, by securing delivery and servicing plans (DSPs) and land for consolidation, as well as through our wider behaviour change engagement. We have seen large scale changes to delivery patterns during the coronavirus crisis, including greater use of consolidation, and this demonstrates the capacity of businesses to change. We will seek to build on the lessons learnt through this, including the impacts of changing hours and consolidation of deliveries on local congestion, air quality and residential amenity.

We will seek to trial consolidation facilities at a range of scales to support the ambition of reducing congestion and pollution, as well as benefiting businesses by reducing the costs of inefficient supply chains and lightly-loaded vehicles. This could include out-of-city macro consolidation centres located on key routes which can reduce the total number of vehicles entering the city by increasing vehicle loading and co-ordinating deliveries and suppliers across clusters of businesses. Micro consolidation must be based close to specific locations with high demand for deliveries and could see the use of e-cargo bikes for last mile deliveries, as well as delivery lockers or other collection points. These could be located at transport hubs or other public transport stops, where goods can be collected as part of another journey such as following a shopping trip to the city centre or after work, thereby reducing the need to drive. Re-prioritising of road space, as detailed in Policy G on page 38, will be required to deliver on-street micro-consolidation points and associated routes for e-cargo bike journeys.

We recognise that many businesses have limited storage space and therefore the placing and management of consolidation facilities should be capable of fulfilling 'just-in-time' deliveries.

The measures set out in this policy will be developed in consultation with businesses and logistics providers.



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.

Why this policy?

Works by utilities companies and highway authorities have a significant impact on the operation of the road network across the UK, causing congestion and frustration for all road users. Experience in London and Kent has been that a lane rental scheme, (where those who wish to dig up the road must first secure a permit for their works), has been highly effective at reducing congestion.

How will it be delivered?

We will explore a lane rental scheme, alongside an operational permit scheme, for traffic-sensitive routes during peak periods to reduce congestion and improve journey time reliability. This will encourage improved planning and co-ordination of street works by the utilities companies and highways authorities without penalising their infrastructure-renewal programmes or hampering essential emergency works. Additionally we expect it to incentivise more efficient working practices, further reducing potential traffic congestion. We will consult with utility companies in the potential development of this scheme, which would involve an initial trial period ahead of it being finalised. It is anticipated that revenue

raised by a potential lane rental scheme would be used for enhancements of the road network in mitigating the resultant congestion and impact of street works. If taken forward, we would seek to work in collaboration with neighbouring authorities on the lane rental scheme to provide continuity.





Policy Q: Maintain our highway infrastructure.

Why this policy?

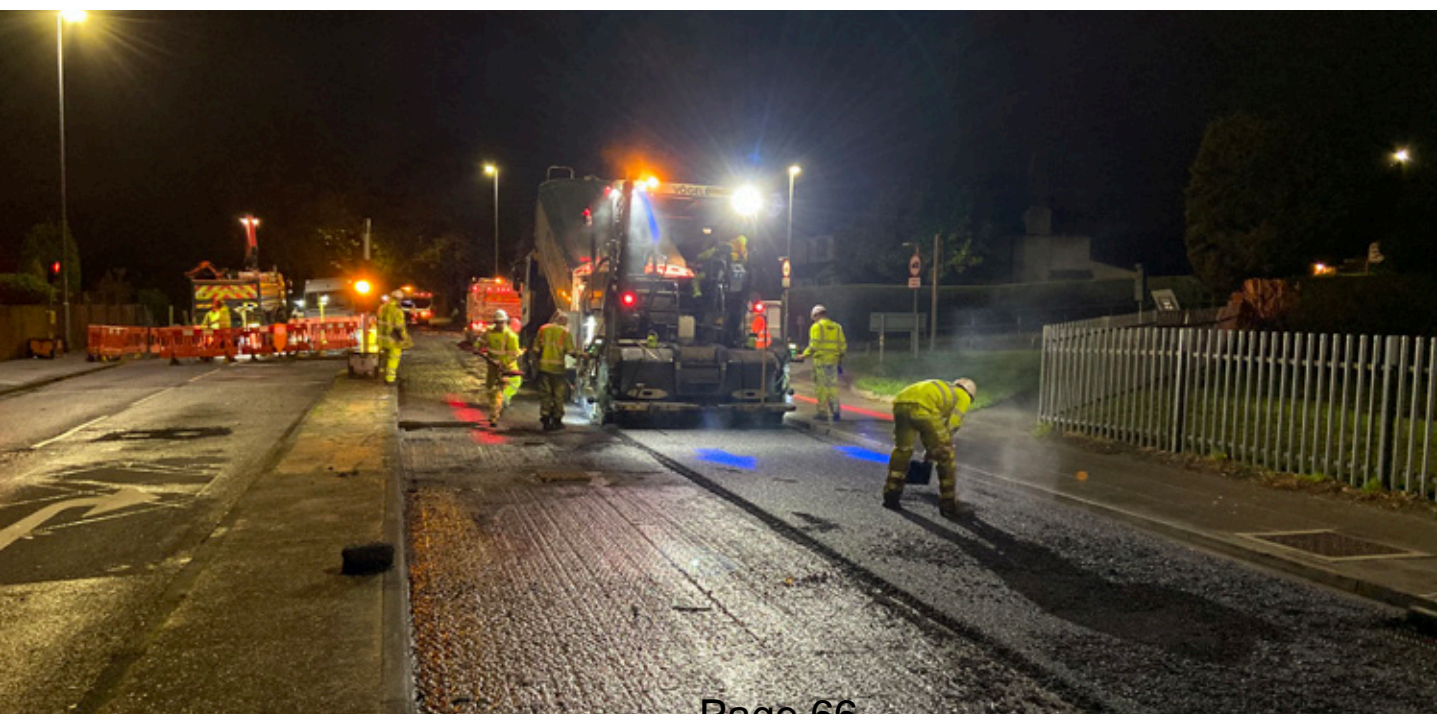
For the last decade highway maintenance budgets have been under significant pressure as the grant made available from the government has been reduced and it is unlikely that this will change in the near future. Nonetheless, if we are to get the most out of the network, it needs to be well maintained, consequently we will adopt new technologies and innovative ways of working to do more with less.

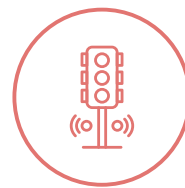
How will it be delivered?

We will continue to work collaboratively with our highway maintenance partner in the development

of robust maintenance regimes, inspection and testing procedures, supported by an accredited Asset Management Strategy. This will include well-managed streetworks, leading to minimal disruption to road users including people with disabilities. These approaches will be taken forward and continued to be reviewed to ensure the network is well-maintained efficiently. A better maintained highway network is crucial to supporting more people to walk and cycle.

As well as repairing and improving routes it is important to ensure that they are safe and appropriately gritted, kept clear of snow, vegetation and debris.





Policy R: Proactively manage kerbside space to enable flexible use for essential access.

Why this policy?

Over the coming years we will dedicate more kerbside space to improve the public realm, making it easier to walk, cycle and take public transport. While this will transform the quality of the public realm in the city it will result in more pressure on the remaining kerbside space. Businesses must still be able to operate efficiently and those with a need to park a car close to their destination, such as people with disabilities, must still be able to do so. It will be important to ensure that road space is used effectively for all modes considering the hierarchy set out in [Policy I](#) on page 41.

How will it be delivered?

A more dynamic management of kerbside space will be adopted, particularly in the city centre, local and district centres. This will bring together physical sensors allowing real time monitoring of demand for parking and loading bays with modern computing power and smartphones.

We have already introduced smart sensors in around 4,000 parking bays across the city. We will continue to roll out and improve these systems so that drivers can identify available spaces more quickly without circulating unnecessarily. We will build on this success to investigate new opportunities that allow the use of kerbs to change throughout the day as demand shifts such as for delivery spaces to be bookable to reduce congestion.

We would evaluate the benefits of any system and engage on proposals before introducing any new innovations.

This could include considering altering timings of delivery vehicles, through engagement with business and logistics companies, to improve efficiency and reduce congestion and provision of drop off / pick up points.

Consideration will be given to the needs of all road users to achieve the most efficient and sustainable use of the kerbside. This would also include the ability for the use of kerbside space to adapt to short-term changes in demand, for example, special events, congestion or emergencies. Once operational, clear information will be important to ensure users fully understand how the kerbspace may operate dynamically.



Conclusion

This strategy sets out the clear ambitious vision and objectives for taking travel and transport into the future in Portsmouth. The forward-thinking policies will drive improvements to the city's infrastructure and transport networks, boosting economic prosperity and sustainable development. Through the delivery of the four strategic objectives this strategy will support and deliver improvements to the variety of travel choices and in turn the way people travel into and around the city. The resulting benefits will have a wide ranging positive impact on the city, its residents, visitors and those who work here, creating an inclusive travel system for all.

The aims of this strategy and the actions that will be taken to deliver them are aligned with

other strategic priorities for the city, delivering a coherent approach. Delivery of the actions will involve a cross-working approach both within the council with external partners and organisations, and with local residents. With actions set over the short, medium and long term, this strategy will lead transport improvements to 2038 and beyond, responding to travel behaviours and embracing new and innovative approaches to transport.

This strategy will enable Portsmouth to meet the travel needs of its communities and visitors in a better connected, safer and more accessible way, whilst increasing provision for sustainable travel choices, leading to a more sustainable environment for all.





Appendix: Transport terms

This glossary provides definitions of some key terms that are used within this document.

Accessible

This means that transport services are easy to access for all, including anybody who experiences limited mobility and/or people who may be using wheelchairs.

Air Quality Management Area (AQMA)

An area where national air quality objectives set by the government are not being achieved and changes are needed to reduce air pollution levels.

Autonomous vehicles

Autonomous vehicles currently on the road are semi-autonomous with some functionality that does not need a driver, such as self-parking or auto-collision avoidance features. In the future there could be fully autonomous vehicles that don't need a driver at all.

Car club

Offers members access to locally-parked vehicles without being tied to ownership.

Clean Air Zone (CAZ)

A zone where air quality does not meet government standards and a package of improvements are needed. This may include both charging and non-charging measures.

Connectivity

The linking-up of different routes and modes in a travel network. A well-connected travel network that is easy to navigate with short and direct links.

Consolidation centres

This is where goods are delivered from many suppliers. Then, when needed, multiple goods are collected as part of a fuller load, often by smaller, more environmentally-friendly vehicles, for example into the city centre, reducing the impact of freight journeys.

Cycle hangars

These are covered structures that provide secure cycle parking in locations where it is difficult to store bicycles. For example, in residential areas where terrace properties have no rear access. In these locations the hangars are located where car-parking spaces would have been, providing space for up to six bicycles.

Demand-responsive transport

This is a form of shared transport that can be pre-booked by individuals and offers services that have the flexibility to alter their routes based on demand for trips, rather than by using a fixed route and timetable.

Dynamic bus priority

Allows a bus's demand for priority at a signalised junction to be assessed against other approaching buses and also against traffic conditions on the surrounding network. If appropriate the bus priority demand is passed to the traffic signal controller to request the appropriate priority signal stage.

Electric vehicle (EV)

A vehicle that uses one or more electric motors for propulsion. Distinct from a hybrid vehicle that uses two or more sources of power, such as diesel and electricity.

Filtered permeability

Using measures which can include planters and bollards to minimise car traffic from selected streets to make them more attractive to walk and cycle, while maintaining essential access for residents, servicing and emergency vehicles.

First and last mile trips

These are the trips made at either end of a longer transport journey and may be from your house to a transport interchange, or between a transport interchange and your place of work, a school or a leisure location. They are usually short-distance trips that may not be well-served by local public transport, but may be possible to make with more flexible 'shared transport' or 'demand-responsive transport' (see individual definitions in terms).

Future Transport Zone (FTZ)

A zone that will provide a real-world testing ground for innovative ways to transport people and goods. We are part of the Solent Transport Partnership that has secured funding from the government for a FTZ across the Solent area.

Heavy goods vehicle (HGV) or large goods vehicle (LGV)

A large vehicle e.g. lorry whose purpose is to transport heavy loads (these terms cover all commercial trucks that feature a gross combination mass of over 3500kg).

Kerbside space

The area of road (carriageway) which joins the footway (path). This area can be utilised (e.g. drop off and loading) and enforced (e.g. double yellow lines) in a manner of ways to enhance road space for users.

Lane rental scheme

Allows a local highway authority to charge those undertaking road works for street and road works that occupy the highway.

Local and district centres

Focus points in towns and cities that have a grouping of units such as shopping facilities.

Local Cycling and Walking Infrastructure Plan (LCWIP)

A document that sets out the approach to developing local cycling and walking networks over a ten-year period. This is part of the government's Cycling and Walking Investment Strategy (CWIS) to double the number of cycling journeys made and substantially increase walking activity by 2025.

Local Transport Plan (LTP)

A statutory document that comprises of two parts; a long term strategy which sets out the vision, objectives, policies for all of transport and highways and a short term implementation plan setting out the schemes which will deliver the strategy. This document, along with the accompanying implementation plan is the LTP, edition 4, for Portsmouth.

Low traffic neighbourhood

A street or group of streets in which through-vehicle traffic is removed or discouraged.

Micro-mobility

Any range of modes making use of small vehicles, principally e-scooters and bicycles, including e-bikes.

Mobility as a Service (MaaS)

An online platform or smartphone app that integrates travel options, timing, costs associated with a range of shared and public transport modes and to book and pay for such journeys on demand.

Mode shift

A change in the proportion of trips made by different types of transport, often reflecting changes to the transport network or the services that use it.

My Journey

Website for travel information and advice in Hampshire.



On-demand buses

As with demand-responsive transport, these buses would operate on a pre-booked basis by individuals, rather than on a fixed route and schedule.

Parklet

A green space created to be publicly accessible, usually in an urban environment in a former roadside parking space.

Public realm

The space between buildings that is open to the public, including streets, squares, forecourts, parks and open spaces.

Play streets

Streets where the road is closed to through traffic for periods of time to allow children to safely play outside.

Rapid transit

High capacity, high frequency, road-based public transport services that often run in dedicated lanes separate from general traffic, with priority at junctions to ensure fast and reliable journey times.

Resident parking zone (RPZ)

A zone where on-street car parking is prioritised for those eligible for permits.

Segregated cycle lane

A cycle lane which is physically separated from pedestrians and traffic.

Shared transport

This is a demand-driven vehicle-sharing arrangement in which people share a vehicle over time, like car clubs, and bike or scooter hire schemes. This can save the user money and reduces vehicles on the road.

School Street

A road outside a school with a temporary restriction on motorised traffic at drop off and pick up times.

Solent Go

A pay-as-you-go top up card that allows passengers to travel seamlessly across South Hampshire using buses and ferries.

Street clutter

Physical obstacles in a street which can impair movement for example signage, litter bins, trees, seating, bollards.

Sustainable transport

Any form of transport that produces low or zero levels of carbon emissions, including walking, cycling and public transport.

Transforming Cities Fund (TCF)

This is a funding package from the government that aims to improve productivity and spread prosperity through investment in public and sustainable transport in England's city regions.

Transport hubs

Locations, usually at key transport interchanges such as train or bus stations, ports or ferry terminals, busier bus or rapid transit stops, which provide access to a range of transport modes and facilities. They are designed to make it easier for people to access the core public transport network and make 'first or last mile' trips by other modes.

Workplace Parking Levy (WPL)

A scheme that places a charge on employers who provide workplace parking for employees above a set threshold. The funds raised are used towards future sustainable transport schemes.



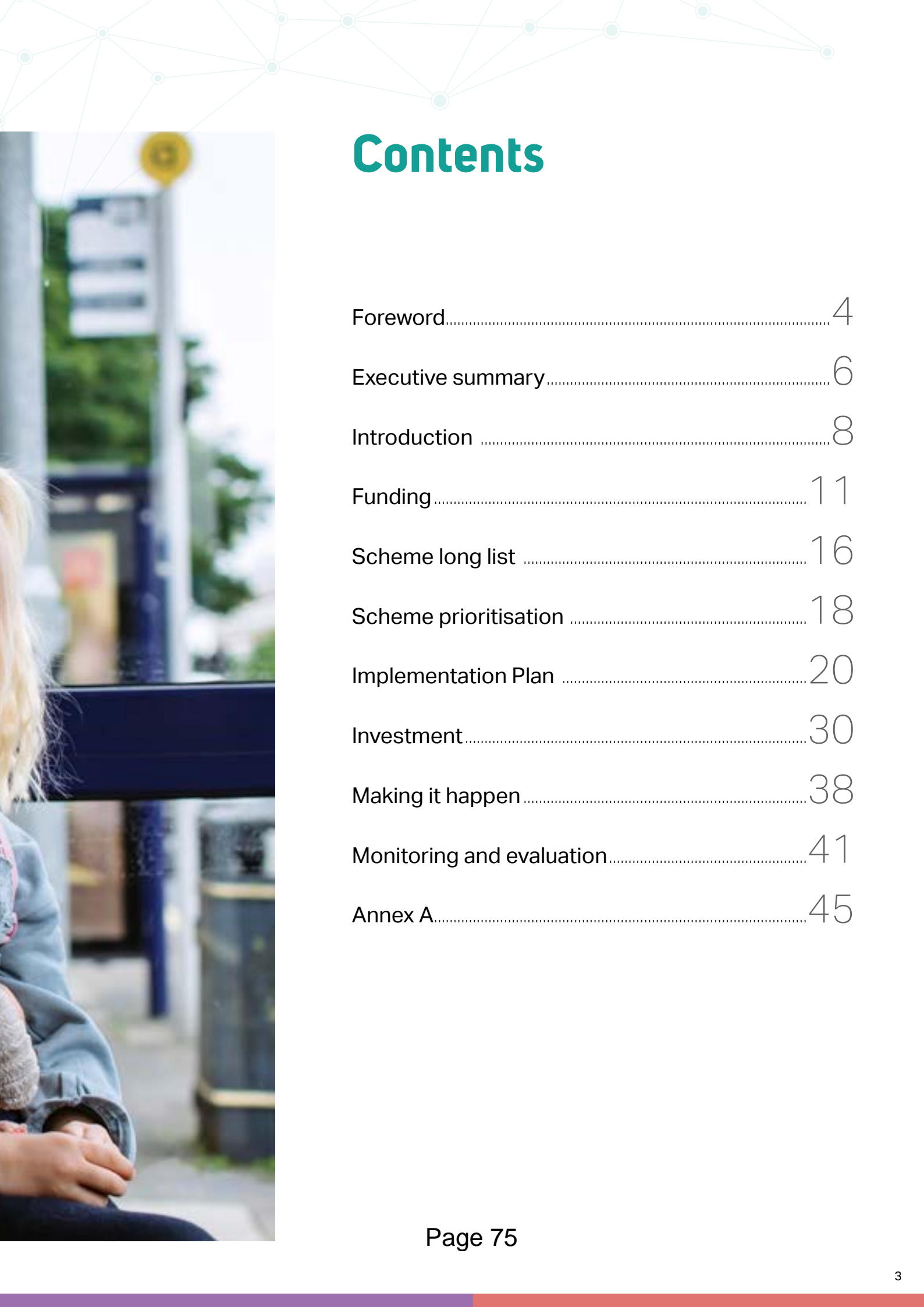
You can get this information in large print, Braille, audio or in another language by calling 023 9284 1347

Portsmouth Transport Implementation Plan 2022/23 – 2024/25

Improving journeys for a greener,
healthier and better connected future







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Foreword

I am delighted to endorse this Transport Implementation Plan, which will deliver continuous improvement to Portsmouth's transport network over the next three years and support our ambitious 2038 Transport Strategy.

Our transport system needs to change to enable healthier travel choices and make the air we breathe cleaner. This plan for exciting and positive change in the city will boost economic prosperity, deliver inclusive growth, provide sustainable development and create cleaner air for all.

By making the investment now, we will create an inclusive travel system with connectivity across our communities by prioritising walking, cycling and public transport over general traffic. This will benefit many generations to come, helping us to develop a safer, healthier and thriving city.

This Transport Implementation Plan provides an indicative prioritised delivery plan for the next three years which will be reviewed annually to ensure that it supports the successful delivery of our 2038 transport vision.

I look forward to leading the delivery of this ambitious programme to prepare Portsmouth's transport network for the next generation.

Councillor Lynne Stagg

Cabinet Member for Traffic and Transportation





Executive summary

Portsmouth's Transport Implementation Plan describes what the city needs to do differently over the next three years to continue making improvements that support the delivery of our ambitious transport vision set out in our Transport Strategy.

Together, the Portsmouth Transport Strategy (2021 – 2038) and the supporting Implementation Plan (2022/23 – 2024/25)¹ form the fourth Local Transport Plan (LTP4) for Portsmouth. This is delivered as part of our statutory duty as the local highways authority, as outlined in the Local Transport Act (2008).

The Implementation Plan will support the delivery of a new approach, with action now, shaping a future where people have the opportunity to choose alternative travel modes to the private car when making every day journeys into and around our city. A 21st century Portsmouth requires a dynamic transport network that is accessible, safe, and affordable whilst prioritising walking, cycling and public transport. This Implementation Plan prioritises schemes to be delivered over a three-year period. Each year the prioritised schemes will be reviewed and progress reported.

By delivering the schemes in the Implementation Plan we will support economic growth, reduce transport's damaging impact on air quality and explore the use of new advances in technology and transport. This will create a Portsmouth which is better connected with the wider region, whilst helping people to have safer, greener and cleaner journeys. This plan enables us to think ahead, capitalise on opportunities and shape our city for generations to come.

Development of the Implementation Plan

Total funding requirements of £2.0m (2022/23), £4.6m (2023/24) and £24.8m (2024/25) have been identified for the three years covered by this Implementation Plan. These funding requirements include some high value schemes that are likely to deliver against the strategic objectives, for example, a new transport hub, including expansion of the Park & Ride, and a new bus depot. This funding requirement is divided across a number of funding streams as outlined in the funding section of this plan.

However, to deliver our Implementation Plan, it is important that we secure additional funding from central government and other sources. This Implementation Plan highlights the needs and requirements of investment in order to achieve the Portsmouth Transport Strategy vision and strategic objectives. Many of the detailed strategies identified for development will take time to plan and implement, and their effects may not become visible until the longer term. Therefore, it is important to start developing and engaging at the early stages of this plan, to ensure the benefits of the plan can be realised.

The Implementation Plan will be monitored and evaluated on an annual basis through the LTP4 Annual Monitoring Report.

¹ Due to the funding allocation cycle, the LTP4 Implementation will commence from 2022/23. The 2021/22 Implementation Plan was adopted in March 2021 by the Traffic & Transportation Cabinet meeting under LTP3.

Scheme prioritisation list

Scheme long list

Long list of schemes identified which align to the Transport Strategy strategic objectives

Prioritisation

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

2022/23-2024/25 Priority schemes

Includes strategies and policies to set the shape and direction of the Implementation Plan

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

Longer-term schemes to 2038

Lower priority schemes with shorter planning and delivery timescales

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 our vision of a greener, safer and healthier future for everyone who travels into and around the city. Our policies and objectives will support economic growth, reduce the damaging impact on air quality caused by transport, explore the use of new advances in technology and transport and better connect Portsmouth with the wider region, whilst helping people to have 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 us 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.



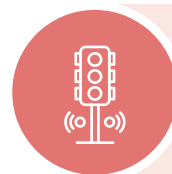
Deliver cleaner air



Prioritise walking and cycling



Transform public transport

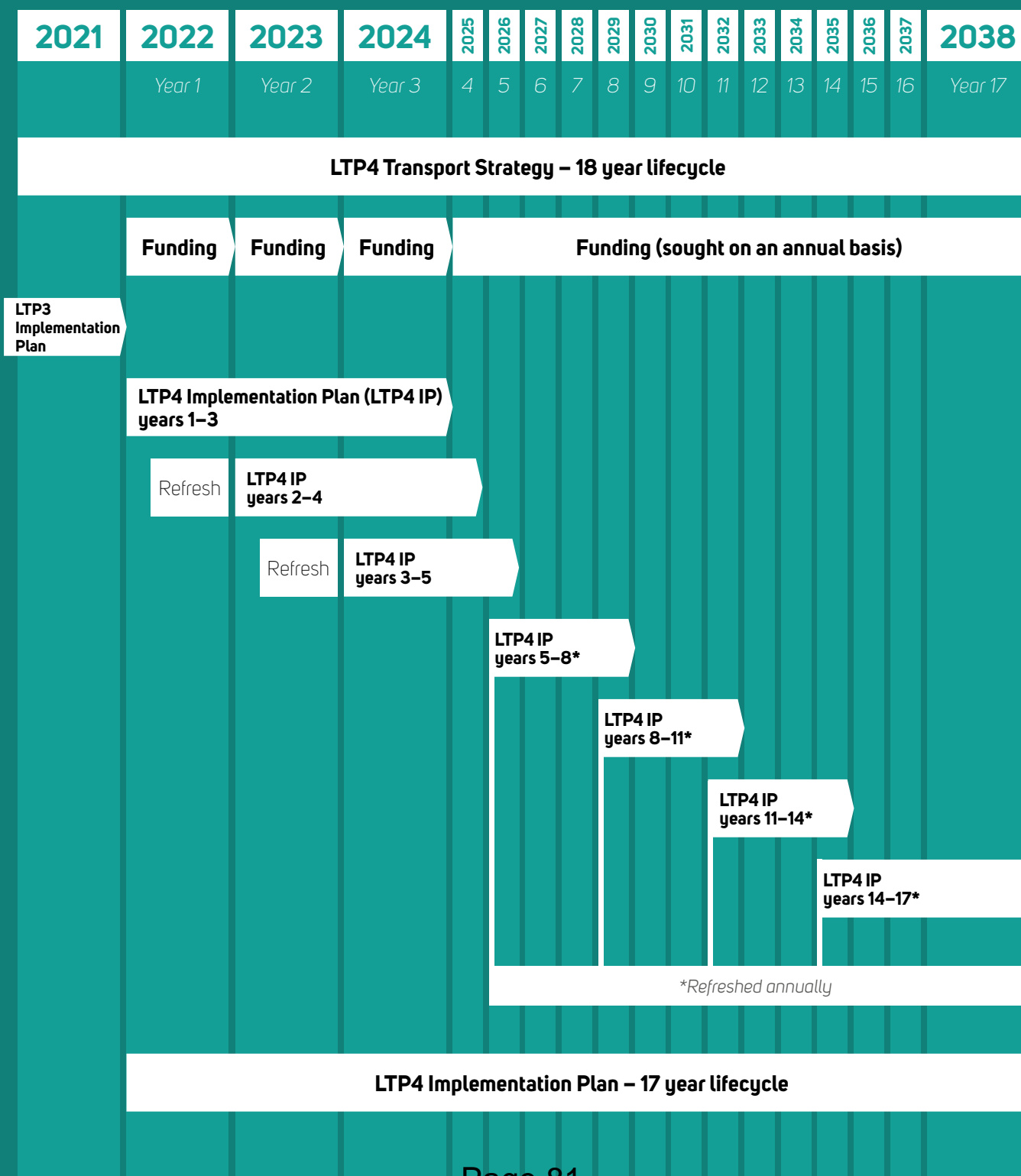


Support business and protect our assets

In order to achieve these strategic objectives, the Transport Strategy sets out 18 policies [see page 45](#), 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 will cover the period 2022/23 to 2024/25 as well as an indicative plan up to 2038.

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

What this implementation plan tells us	Where to find the information
The schemes that will be implemented between 2022 and 2038 – aligned to the four strategic objectives of the Transport Strategy	Scheme long list (page 16)
The prioritised schemes for the three year period – 2022/23 to 2024/25	Scheme prioritisation (page 18)
The schemes that will be delivered in Years 1, 2, or 3	Implementation Plan (page 20)
The process to maximise engagement to successfully implement priority schemes	Making it happen (page 38)
The approach to assessing scheme performance against the Transport Strategy objectives and policies	Monitoring and evaluation (page 41)



Funding

We recognise that the Transport Strategy is ambitious and if we are to deliver our vision and strategic objectives we will need to progress and seek both internal and external funding opportunities. Delivering the plan will therefore involve securing funding from central government and other third party sources.

This may include:

- Financial and infrastructure contributions from future developments that this Transport Strategy will help to unlock and deliver.
- Mechanisms that enable the council to capture some of the uplift in land value resulting from new transport improvements.
- Re-investing revenue from innovative measures that could be considered by the council.

The current potential funding sources available to the city council are outlined in this section. These represent the known funding sources at the time of writing this Implementation Plan, however, as we go through the lifecycle of the Transport Strategy there are likely to be others that become available, and that will help deliver our priorities. This funding list will therefore be updated as new funding becomes available.

Internal funding sources

Portsmouth City Council corporate resources

Each year the council invites bids from all council departments to bid for a share of its un-ring-fenced corporate resources. The administration will then consider these bids against competing priorities and available corporate resources, allocating funding accordingly. This allocation is then approved by Full Council in the February of the preceding financial year. In the past the amount of money awarded to deliver the Local Transport Plan (LTP) programme has been between £800,000 and £1.5m.

The council only has surety of funding up to this financial year, 2021/22 at the time of writing this document.

As part of this same exercise, some of the larger schemes identified within the Transport Strategy that span a number of council departments, for example City Centre regeneration, have separate bids submitted for these same resources. Bids will also be submitted to alternative external funding sources sometimes using corporate resources as match funding.

Parking reserve

In line with the Road Traffic Regulation Act the money received as a result of on-street parking charges and penalty charge notices can be reinvested into the city's transport infrastructure. This provides a significant and valuable source of funding that enables the council to potentially fund improvements to the transport network.

A number of feasibility studies, exploratory studies and strategies included within this Implementation Plan are likely to be funded this way including:

- Public Transport Strategy
- Parking Strategy
- Air Quality Strategy
- Behaviour Change Strategy

External funding sources opportunities

Levelling Up Fund

Announced in the 2020 spending review, the Levelling Up Fund (LUF) will invest £4.8 billion (up to 2024-25) in high-value local infrastructure in the places where it can make the greatest difference including ex-industrial areas, deprived towns and coastal communities. Local authorities were categorised into bands, 1, 2 and 3, by central government, with category 1 representing places more in need of investment though the fund. Portsmouth has been included in priority category 2. This banding forms part of the criteria for assessing bids alongside 'deliverability', 'value for money' and 'strategic fit'.

We are currently collating a bid for the LUF, due to be submitted in June 2021. Schemes included within this Implementation Plan that are likely to be included within our bids are:

- Portsmouth transport hub, including a Park & Ride expansion. To reduce pollution and congestion in the city and increase transport choices.

National Bus Strategy – Bus Back Better and the Bus Service Improvement Plan

In March 2021 the government announced the launch of the Bus Back Better Strategy as part of its Covid-19 recovery plan. The strategy sets out the vision and opportunity to delivery better buses across England through ambitious reform of how services are planned and delivered alongside simpler fares, new fleet, improved routes and higher frequencies.

In February 2020 the government announced £5 billion of new funding to transform bus travel

and active travel in all local authorities outside of London. We are required to submit a robust and ambitious Bus Service Improvement Plan, in line with the Bus Back Better Strategy, by the end of October 2021, to unlock future funding opportunities.

Developer funding

Financial contributions from developers are essential to mitigate the impact of developments on the transport network.

General funding is typically secured through Community Infrastructure Levy (CIL) contributions and site specific funding by Section 106 (S106) Agreements and Section 278 (S278) Agreements. S106 Agreements are legal agreements between the developer and the local authority and are directly linked to planning permission, used for mitigation of unacceptable impacts of development on the highway network. S278 Agreements between the developer and the local authority allow a developer to make amendments to the public highway as part of a planning approval. CIL contributions are collected from developers for general infrastructure and not ring fenced to transport but could potentially be used towards highways and transport infrastructure.

Schemes required to unlock development and mitigate its impact have been identified as part of this Implementation Plan, in particular Horsea link bridge, required to support the development at Tipner West, and travel planning measures required across a number of proposed developments.



Network Rail schemes

A number of schemes considered within this Implementation Plan are in the control of Network Rail as they include improvements to the rail network and associated infrastructure. These include:

- Portsmouth and Southsea Station Improvements
- Improved rail journey times to Southampton and London
- Improved possibilities for rail connections
- Solent Rail Connectivity Plan (Solent Continuous Modular Strategic Plan)

Although these schemes have been included within the Implementation Plan, they will be developed and led by Network Rail. As the projects develop, the council are keen to support our partners and work collaboratively in order to realise the maximum benefits for the city and wider region.

Bids for funding already submitted

On 3 March 2021, the Department for Transport notified all combined and local transport authorities of their indicative revenue funding allocations for 2021/22 under the new one year Local Authority Capability Fund. We submitted a bid to the Department for Transport including the following:

- Cycle maintenance sessions
- Workplace Sustainable Travel Fund
- School travel planning
- School travel challenge
- Led cycle rides
- Cycle loan scheme
- Cycle security measures
- Community active travel events
- Active travel marketing/communications activities
- Scheme planning
- Scheme design
- Public engagement/consultation
- Data and evidence monitoring, modelling and research

The final announcement on funding is expected imminently and therefore confirmed funding will be updated in due course.

Funding already secured

Transforming Cities Fund

The Department for Transport released two waves of funding for the Transforming Cities Fund. First, shortlisted cities could bid for 'quick wins' – projects that can begin in the financial year 2018/19 and support the overall bid.

We received the full ask of £4 million from the 'Tranche 1' fund. This enabled the upgrade of three busy junctions in Portsmouth and installation of Real Time Information at bus stops across Portsmouth, Havant and Waterlooville. In addition, £1.4m was used to support the extension of the Eclipse bus route in Gosport.

Tranche 2 investment totalled just under £56 million and will be used to fund 23 schemes across Portsmouth, Hampshire, and the Isle of Wight. These interventions will improve public transport and active travel infrastructure, while supporting the next phase of South East Hampshire Rapid Transit initiative.

Schemes within Portsmouth include:

- Spur Road Roundabout
- Portsbridge area junctions
- Havant Road/Eastern Road/Farlington Avenue signal upgrades
- Eastern Road to the city centre cycle scheme
- Copnor Road and Burrfields Road signal upgrades
- Rudmore Roundabout
- Lake Road
- City Centre North
- City Centre South
- Fratton Road/Lake Road/St Mary's Road signal upgrades

- Fratton to city centre walking route
- Frensham Road/Goldsmith Avenue cycle scheme
- City-wide Real Time Information at bus stops

Future Transport Zone

Solent Transport were selected by the government in March 2020 as one of four new Future Transport Zones (FTZ) set to receive a share of a £90 million technology trial to boost smart transport schemes. A number of schemes identified within this Implementation Plan have received funding, and have been allocated resource, as part of the FTZ. These include:

- Rental e-scooter trial
- Integrated ticketing
- Trial of dynamic demand responsive transit (DDRT)
- Mobility as a Service platform and mobility credits
- Growing Solent Go
- Drone logistics
- Delivery consolidation and delivery/service plans
- Bike share project
- Sustainable last mile logistics and micro consolidation points

Solent Transport is a partnership made up of the four local transport authorities (LTAs) – Portsmouth City Council, Hampshire County Council, Southampton City Council, and Isle of Wight Council. As the LTA, Portsmouth City Council and the other Solent regions LTAs, are the delivery bodies for any transport schemes on the network. Portsmouth City Council are responsible for developing and implementing the FTZ measures. Feasibility studies are currently ongoing using the funding already secured through the FTZ programme. It is anticipated



that the results of these studies will feed into future year Implementation Plan updates once more detail is known on their outcomes and requirements for future resource and funding.

Highways England Travel Demand Management

Funding was secured by Solent Transport for the M27/M3 Travel Demand Management project to mitigate and manage the impact of these smart motorway construction works and provide a legacy of behaviour change on the surrounding travel network. Three packages of actions as detailed below aim to encourage commuters primarily to re-mode or re-time their journeys to reduce impact on congestion and air quality and provide improvements to infrastructure in key locations.

The three key elements in the M27/M3 project:

- 1) Workplaces will be supported with a range of interventions and incentives to help remove the barriers to travelling sustainably.
- 2) Communications support and campaigns will be used to complement engagement with the workplaces, schools and colleges, encouraging people to re-mode or reduce their need to travel.
- 3) A number of supporting projects to enable the local transport network to serve new needs and operate reliably despite additional traffic and demand. This package has been reviewed following the pandemic and is currently focused on feasibility of local transport hubs.

Private Finance Initiative (PFI)

The city council has a highways maintenance PFI contract with contractor Ensign Highways that runs until 2030. This project is a way of funding 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).

Air quality funding

In February 2016 the Department for Environment, Food and Rural Affairs and the Department for Transport established the Joint Air Quality Unit (JAQU) for delivery of the Governments air quality plans. This included funding to cover feasibility studies; the implementation of Clean Air Zones (CAZ) including Portsmouth's CAZ; operation and management of measures; and monitoring of air quality. Portsmouth City Council has been awarded funding from central government to implement a Class B charging Clean Air Zone and associated measures to deliver compliance with legal limits for nitrogen dioxide. Measures included within this Implementation Plan that would look to draw on this funding consist of:

- Supporting infrastructure for alternative fuels and ultra-low emissions vehicles.
- Increased Electric Vehicle (EV) charging point provision

Office for Zero Emission Vehicles (OZEV) grants

The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential charge points for plug-in electric vehicles. Portsmouth City Council have received funding for phase 1 and 2, and are preparing a bid for a further phase 3.

Scheme long list

To understand the aspirations of our community, we actively engaged with stakeholders, partners, businesses and council service areas to create a 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.

All of the schemes in the long list are set out below, Whilst they 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.*

Deliver cleaner air


Air Quality Action Plan
Air Quality Strategy
Behaviour change strategy
Car clubs
Car-free development
City centre Clean Air Zone
Communications and behaviour change campaigns and events
Council staff travel plan
Explore private non-residential parking restrictions
Feasibility for off-street electric vehicle charge points
Liftshare
Local Air Quality Plan
On-street electric vehicle charging future phases
Park & Ride expansion and transport hub

Park & Ride Strategy
Parking Strategy
Rental e-scooter trial
Resident parking zones programme
Road Safety and Casualty Report
Shared bike/e-bike project
Supporting infrastructure for alternative fuels and ultra low emissions vehicles
Sustainable Modes of Travel Strategy for schools
Ultra Zero Emissions Strategy
Workplace Sustainable Travel Fund
Workplace travel planning

Prioritise walking and cycling

Access for people with disabilities
Active travel improvements including quieter routes improvements
Allaway Avenue cycle route
Broad St/Feltham Row crossing
Casualty and speed reduction measures
City-wide early release low level cycle signals
Clutter-free streets
Crossing facilities
Cycle hangars
Eastern corridor improvements
Gunwharf Road puffin crossing
High St/Peacock Ln crossing
High Street traffic calming
Kings Road roundabout – Cycle segregation
Local Cycling and Walking Infrastructure Plan (LCWIP) 2
Low Traffic Neighbourhood – (Different from EATF)

* Please note these schemes are in alphabetical order



Pembroke Rd calming/crossing
Play & School Streets
Portsmouth and Southsea station cycle hub
Prioritise access to local district and city centres
Rights of Way
Safer routes improvements
Salisbury Road/Magdala Road junction improvements
Walking and Cycling Strategy
Wayfinding Strategy
Western corridor improvements
Wharf Road tiger crossing

Transform public transport

Accessibility Strategy
Bus connectivity and communications
Bus depot
Bus lane review
Bus Service Improvement Plan (BSIP)
Dynamic bus priority
Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2
Growing Solent Go
Horsea link bridge
Improved rail journey times to Southampton and London
Improved transport interchanges and new transport hubs.
Independent travel training
Integrated ticketing
Investigate possibilities for improved rail connections
Mobility as a Service platform and mobility credits
National Bus Strategy - Bus Back Better
Portsmouth and Southsea station improvements
Public Transport infrastructure improvements
Public Transport Strategy
SEHRT future phases

Solent Continuous Modular Strategic Plan (CMSP)
Traveline
Trial of dynamic demand responsive transit (DDRT)

Support business and protect our assets

Access to ports feasibility study
Adaptive road space
Asset Management Policy and Strategy
Autonomous vehicles
Car park counter pilot (Phase 2)
C-ITS and C-ITS pilots
City centre regeneration
Collaborative traffic management feasibility
Connected vehicles
Delivery consolidation and delivery/service plans
Drone logistics
Enforcement of moving traffic offences
Freight strategy
Highways maintenance contract and strategy
Junction signalisation and signals upgrades
Lane permits for road works
Replacement / new VMS around the city, including the M275 southbound gantry signs.
Road markings and directional signage
Road safety – M275 southbound (from Rudmore flyover) – advanced VAS and associated detection
Smart Cities
Street Lighting Strategy
Sustainable last mile logistics and micro consolidation points
Traffic count sites
Traffic signal / VMS reconfiguration
Vehicle Mitigation measures at the Hard Interchange
Zebrites

Scheme prioritisation

Each year we identify many transport schemes, policies, plans and strategies that would improve our transport network for the people that use and rely on it for their day to day activities. We also receive many requests for schemes and improvements from local communities, stakeholders and organisations. We make the best use of council resources in delivering our Transport Strategy, by undertaking a rigorous prioritisation exercise of all the schemes on the long list, whilst also taking into account the requests and feedback we have received.

Methodology

Developing an Implementation Plan that spans the 17 years of the Transport Strategy and provides a detailed action plan for the first three years of the lifecycle, initially requires the schemes in the longlist to be prioritised into a manageable number of priority 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 our statutory obligations.

The long list of schemes was scored by a panel of officers, and an independent verifier, on the basis of their alignment against each of the four strategic objectives of the Transport Strategy. It is important that deliverables are prioritised to ensure best value and maximum benefits for the city.

Following the assessment on the ability to deliver the Transport Strategy strategic objectives, schemes were then assessed on overall deliverability (cost, planning timescales, delivery timescales and level of scheme 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 information has helped to programme on an annual basis without overloading existing resources, and where known, knowledge of stakeholder acceptability has allowed us to factor scheme deliverability into the prioritisation process.

Alignment to strategic objectives

Deliver cleaner air

Prioritise walking and cycling

Transform public transport

Support business and protect our assets

Deliverability

Cost

What is the estimated scheme cost?

Planning timescales

How long are schemes likely to take to develop and get approved?

Delivery timescales

How long are schemes likely to take to construct or implement?

Stakeholder acceptability

What is the likely level of stakeholder support for the scheme?



Implementation Plan

Priority packages for 2022/23 to 2024/25

Through a combination of the prioritisation of the schemes against the strategic objectives and additional information provided by officers and stakeholders, schemes were programmed according to their priority, planning timescale, delivery timescale and stakeholder acceptability.

Schemes which the council have a statutory duty to deliver are not subject to prioritisation and will be taken forward annually to meet our statutory obligations. This includes:

- Public Rights of Way
- Traveline
- Access for people with disabilities

The following table shows those schemes prioritised for delivery in the first three years of the Implementation Plan and require funding, in priority order. These will be reviewed on an annual basis.

Deliver cleaner air
Prioritise walking and cycling
Transform public transport
Support businesses and protect our assets

Statutory schemes

Statutory schemes	Description	2022-2023	2023-2024	2024-2025
Traveline	Maintain and enhance comprehensive public transport information facilities through Traveline, an online and telephone journey planning service.	✓	✓	✓
Access for people with disabilities	Improvements such as to the kerb lines, signing and street furniture.	✓	✓	✓
Rights of Way	Signing Public Rights of Way and to investigate and resolve all Public Rights of Way claims.	✓	✓	✓

Prioritised schemes	Description	2022-2023	2023-2024	2024-2025
Bus Service Improvement Plan (BSIP)	Planning and delivery of how services are planned and delivered alongside simpler fares, new fleet, improved routes, and higher frequencies.	✓	✓	✓
The National Bus Strategy - Bus Back Better delivery				✓
Traffic signal/Variable messaging signs reconfiguration	To support changes to signals citywide and to protect the council's assets.	✓	✓	✓
Public Transport Strategy	Develop a public transport strategy to shape the future direction of public transport across the city.	✓		

Prioritised schemes	Description	2022- 2023	2023- 2024	2024- 2025
Highways maintenance contract and strategy	Routine maintenance of highway assets including a replacement programme and resurfacing programme on an annual basis.	✓	✓	✓
Parking Strategy	Develop a parking strategy to shape the future direction of parking across the city.	✓		
Prioritise access to local district and city centres	A feasibility study to develop initiatives and schemes to improve access to local district and city centres.	✓		
Road markings and directional signage	Signing and lining to improve visible presence, slow traffic speeds or provide direction assistance.	✓	✓	✓
Wharf Road tiger crossing	Current zebra crossing updated to a tiger crossing to reduce conflict with pedestrians.	✓		
Walking and Cycling Strategy	Develop a walking and cycling strategy to shape the future direction of walking and cycling across the city.	✓		
South East Hampshire Rapid Transit (SEHRT) – Future phases	Problem identification, optioneering, feasibility investigation, development of business cases and funding applications.	✓	✓	✓
Dynamic bus priority investigation	Traffic control systems which identify late running buses and accelerate or extend green phases to bring the bus back on time.		✓	✓
Air Quality Strategy	Portsmouth Air Quality Strategy was published in 2017 covering the period to 2027. The strategy will be updated to reflect changes being implemented through the Local Air Quality Plan	✓		
Behaviour Change Strategy	Develop a behaviour change strategy, highlighting the priorities for travel within the city.		✓	
Car-free development	Ongoing policy principle to align with the local planning process.	✓	✓	✓
Smart Cities	Developing new technology for the city, such as traffic signal automated fault monitoring system, traffic predictions using artificial intelligence, connected vehicle trials.			✓
Workplace Sustainable Travel Fund	Grant funding for businesses towards sustainable travel projects for their workplace, with a particular focus on walking and cycling initiatives.	✓	✓	✓
City centre regeneration	Planning of the city centre development, including Market Way car park, Clarence Street car park and Sainsbury's site.	✓	✓	✓
Play and School Streets	Promotional campaign to discourage crowding outside schools for social distancing and safety and where appropriate removal of through traffic in school and other residential streets..	✓	✓	✓

Prioritised schemes	Description	2022-2023	2023-2024	2024-2025
Explore private non-residential parking restrictions	Investigation into staff parking, working with businesses to explore options, and investigation of private non-residential parking restrictions.			✓
Bus connectivity and communications	Real Time Information displays at bus stops and interchanges, new displays onboard each bus to show onward connections and a delay tracking application.			✓
Bus depot	Investigate opportunities to facilitate electric or hydrogen powered buses.		✓	✓
Improved transport interchanges and creation of transport hubs.	Investigate improvements and opportunities to transport interchanges and hubs across the city.	✓	✓	✓
Adaptive road space planning	Making flexible use of the available road-space, for different purposes and at different times.			✓
Park and Ride expansion and transport hub business case and subsequent delivery	Business case and subsequent delivery for the expansion of Portsmouth Park and Ride and creation of a transport hub.	✓	✓	✓
Air Quality Action Plan	Development and updates to the Air Quality Action Plan on an annual basis.	✓	✓	✓
City-wide early release low level cycle signals	Implementation of early release cycle signals.	✓	✓	✓
Resident parking zones programme	Further development and consultation of the resident parking zone programme.	✓	✓	✓
Active travel Improvements including quieter routes improvements	Small-scale infrastructure improvements such as cycle parking, signage and lining across the city.	✓	✓	✓
Clutter-free streets	Ongoing policy principle to align with the local planning process which would remove unnecessary infrastructure on the highway to improve mobility..	✓	✓	✓
Zebrites	Roll out of enhanced LED belisha beacons which provide greater increased visibility of zebra crossings.	✓	✓	✓
Safer routes improvements	Reactive works including installation of bollards, barriers, signage and dropped-kerbs.	✓	✓	✓
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.	✓	✓	✓
Enforcement of moving traffic offences	Enforcement of moving traffic contraventions i.e. banned turn traffic cameras, under part 6 of the Traffic Management Act (TMA). This will include the investigation of further powers under the TMA part 6, when they are announced by central government.	✓	✓	✓
Independent travel training	Working with bus operators to support independent travel training for vulnerable users.	✓	✓	✓

2022/23 (Year 1)

Year 1 includes the following schemes, aligned to the relevant strategic objective. These schemes include statutory and prioritised schemes which require funding, including strategy development work to support future activity.

Deliver cleaner air

Resident parking zones programme

Parking Strategy

Air Quality Strategy

Car-free development

Workplace Sustainable Travel Fund

Park & Ride expansion and transport hub – Business case

Support our businesses and protect our assets

Traffic signal/VMS reconfiguration

Road markings and directional signage

Zebrites

Highways maintenance contract and strategy

City centre regeneration

Enforcement of moving traffic offences

Prioritise walking and cycling

Wharf Road tiger crossing

Access for people with disabilities

City-wide early release low-level cycle signals

Safer routes improvements

Rights of Way

Clutter-free streets

Casualty and speed-reduction measures

Play and School Streets

Active travel improvements including quieter routes improvements

Walking and Cycling Strategy

Prioritise access to local district and city centres

Transform public transport

Public Transport Strategy

Traveline

SEHRT future phases

Bus Service Improvement Plan (BSIP)

Independent travel training

Improved transport interchanges and hubs

2023/2024 (Year 2)

Year 2 continues the development of several key programmes from year 1 and introduces other high priority schemes which require funding. Please note that this section will be reviewed and updated as part of the annual review of the Implementation Plan.

★ New for year 2

Deliver cleaner air

Resident parking zones programme

★ Behaviour Change Strategy

Car-free development

★ Air Quality Action Plan

Workplace Sustainable Travel Fund

Park & Ride expansion and transport hub – Business case

Prioritise walking and cycling

Access for people with disabilities

City-wide early release low-level cycle signals

Safer routes improvements

Rights of Way

Clutter-free streets

Casualty and speed-reduction measures

Play and School Streets

Active travel improvements including quieter routes improvements

Support our businesses and protect our assets

Traffic signal/VMS reconfiguration

Road markings and directional signage

Zebrites

Highways maintenance contract and strategy

City centre regeneration

Enforcement of moving traffic offences

Transform public transport

Traveline

SEHRT future phases

Bus Service Improvement Plan (BSIP)

★ Bus depot

Independent travel training

Improved transport interchanges

Dynamic bus priority investigation

2024/2025 (Year 3)

Year 3 builds further on the initial programme, giving space for additional schemes to be added to the portfolio as identified through the early strategy work in years 1 and 2. Please note that this section will be reviewed and updated as part of the annual review of the Implementation Plan.

★ *New for year 3*

Deliver cleaner air

Resident parking zones programme

Car-free development

Air Quality Action Plan

★ Explore private, non-residential parking restrictions

Workplace Sustainable Travel Fund

Park & Ride expansion and transport hub – Business case

Prioritise walking and cycling

Access for people with disabilities

City-wide early release low-level cycle signals

Safer routes improvements

Rights of Way

Clutter-free streets

Casualty and speed-reduction measures

Play and School Streets

Active travel improvements including quieter routes improvements

Support our businesses and protect our assets

Traffic signal/VMS reconfiguration

Road markings and directional signage

Zebrites

Highways maintenance contract and strategy

Asset Management Strategy

★ Smart Cities

★ Adaptive road space planning

City centre regeneration

Transform public transport

Traveline

Bus depot

SEHRT future phases

Dynamic bus priority investigation

The National Bus Strategy - Bus Back Better delivery

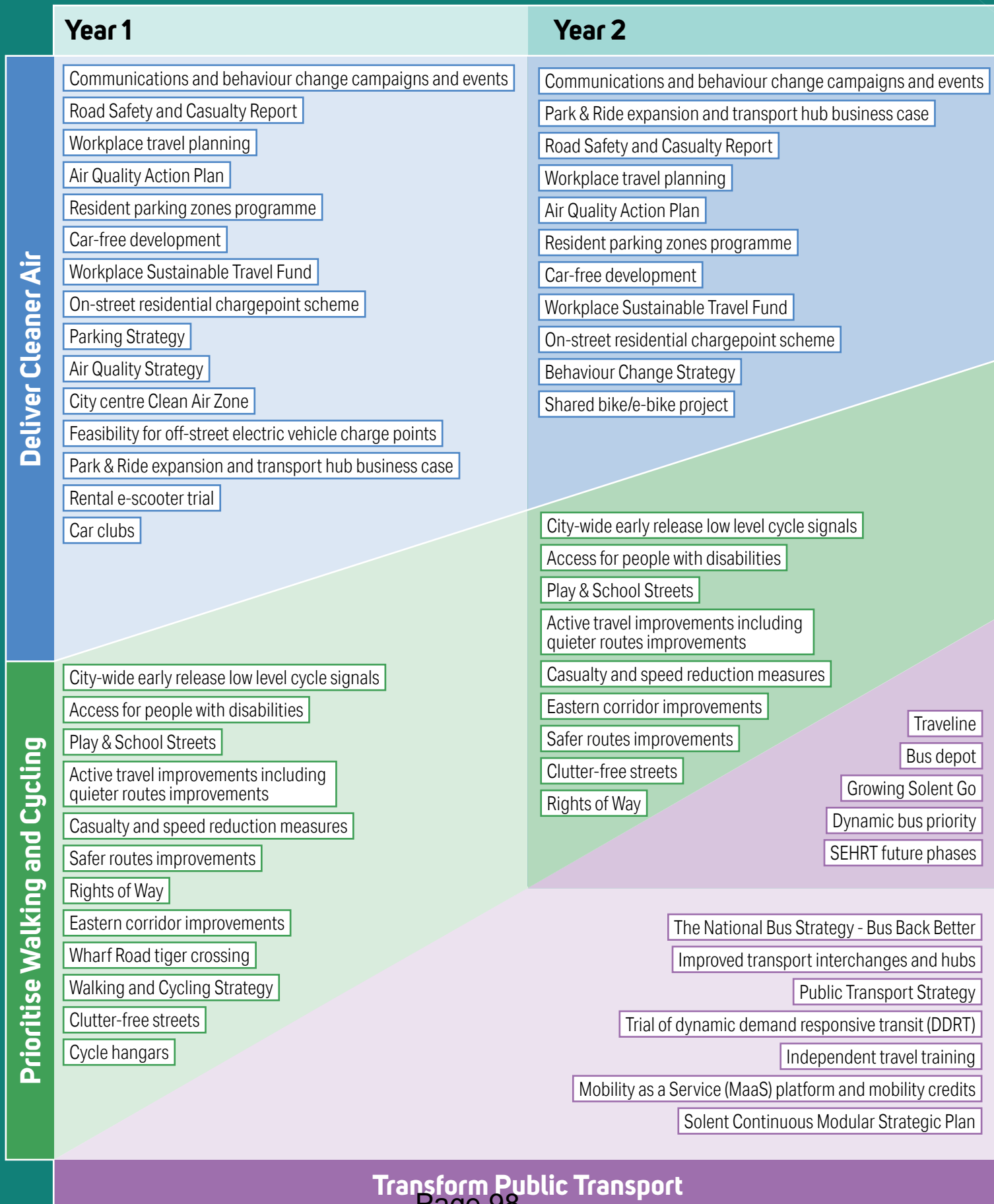
Bus Service Improvement Plan (BSIP)

★ Bus connectivity and communications

Improved transport interchanges

Independent travel training

This diagram shows the strategies, plans and schemes which have been prioritised for delivery during the period of this Implementation Plan. These are shown over a period of 1, 2, and 3 years and longer term. For a full list of activity please see the table on the following page.



Year 3

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.

Communications and behaviour change campaigns and events

Road Safety and Casualty Report

Workplace travel planning

Air Quality Action Plan

Resident parking zones programme

Car-free development

Workplace Sustainable Travel Fund

On-street residential chargepoint scheme

Explore private non-residential parking restrictions

Shared bike/e-bike project

Safer routes improvements

Clutter-free streets

Rights of Way

Active travel improvements including quieter routes improvements

City-wide early release low level cycle signals

Access for people with disabilities

Play & School Streets

Casualty and speed reduction measures

The National Bus Strategy - Bus Back Better

Solent Continuous Modular Strategic Plan

Trial of dynamic demand responsive transit (DDRT)

Mobility as a Service (MaaS) platform and mobility credits

Improved transport interchanges

Independent travel training

Dynamic bus priority

SEHRT future phases

Bus depot

Traveline

Zebrites

Smart Cities

Adaptive road space

City Centre development

Traffic signal/VMS reconfiguration

Enforcement of moving traffic offences

Road markings and directional signage

Highways maintenance contract and strategy

Sustainable last mile logistics and micro consolidation points

Mobility as a Service (MaaS) platform and mobility credits

Trial of dynamic demand responsive transit (DDRT)

The National Bus Strategy - Bus Back Better

Improved transport interchanges and hubs

Independent travel training

Zebrites

City Centre development

Traffic signal/VMS reconfiguration

Road markings and directional signage

Enforcement of moving traffic offences

Highways maintenance contract and strategy

Delivery consolidation and delivery/service plans

Sustainable last mile logistics and micro consolidation points

SEHRT future phases

Growing Solent Go

Traveline

Zebrites

City Centre development

Traffic signal/VMS reconfiguration

Enforcement of moving traffic offences

Road markings and directional signage

Highways maintenance contract and strategy

Delivery consolidation and delivery/service plans

Sustainable last mile logistics and micro consolidation points

Support business and protect our assets

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 over a period of 1, 2, and 3 years.

Table 1: Deliver cleaner air

Year 1	Year 2	Year 3
Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report
Workplace travel planning	Workplace travel planning	Workplace travel planning
Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan
Resident parking zones programme	Resident parking zones programme	Resident parking zones programme
Car-free development	Car-free development	Car-free development
Workplace SustainableTravel Fund	Workplace SustainableTravel Fund	Workplace SustainableTravel Fund
On-street residential charge point scheme	On-street residential charge point scheme	On-street residential charge point scheme
Parking Strategy	Behaviour Change Strategy	Explore private non-residential parking restrictions
Car clubs	Shared bike/e-bike project	Shared bike/e-bike project
Air Quality Strategy	Park & Ride expansion and transport hub business case	
City centre Clean Air Zone		
Feasibility for off-street electric vehicle charge points		
Park & Ride expansion and transport hub business case		
Rental e-scooter trial		

Table 2: Prioritise Walking and Cycling

Year 1	Year 2	Year 3
City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities
Play & School Streets	Play & School Streets	Play & School Streets
Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures
Safer routes improvements	Safer routes improvements	Safer routes improvements
Rights of Way	Clutter-free streets	Clutter-free streets
Eastern corridor improvements	Eastern corridor improvements	Rights of Way
Wharf Road tiger crossing	Rights of Way	
Walking and Cycling Strategy		
Clutter-free streets		
Cycle hangars		

Table 3: Transform Public Transport

Year 1	Year 2	Year 3
Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs
Growing Solent Go	Growing Solent Go	Solent Continuous Modular Strategic Plan
The National Bus Strategy - Bus Back Better	The National Bus Strategy - Bus Back Better	Trial of dynamic demand responsive transit (DDRT)
Public Transport Strategy	SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits
Trial of dynamic demand responsive transit (DDRT)	Independent travel training	Independent travel training
SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Bus depot
Traveline	Trial of dynamic demand responsive transit (DDRT)	The National Bus Strategy - Bus Back Better
Independent travel training	Dynamic bus priority	Dynamic bus priority
Solent Continuous Modular Strategic Plan	Bus depot	Bus connectivity and communications
Mobility as a Service (MaaS) platform and mobility credits	Traveline	SEHRT future phases
		Traveline

Table 4: Support business and protect our assets

Year 1	Year 2	Year 3
Zebrites	Zebrites	Smart Cities
Delivery consolidation and delivery/ service plans	Delivery consolidation and delivery/ service plans	Adaptive road space
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage
Enforcement of moving traffic offences	Enforcement of moving traffic offences	Zebrites
Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points
Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration
Highways maintenance contract and strategy	Highways maintenance contract and strategy	Enforcement of moving traffic offences
City Centre development	City Centre development	Highways maintenance contract and strategy
		City Centre development

Investment

Funding

Total funding requirements of £2.0m (2022/2023), £4.6m (2023/2024) and £24.8m (2024/2025) have been identified for the three years covered by this Implementation Plan. These funding requirements include some high value schemes that are likely to deliver against the strategic objectives, for example a new bus depot and Portsmouth Park & Ride expansion and transport hub. This is divided across a number of funding streams as previously identified, and external funding opportunities will be explored, however there remains a funding gap that must be bridged to ensure that the delivery programme is maintained, and benefits realisation remains on track.

For the **2022/2023 financial year**, capital funding of £1.787m is required, supported by a release of £213,000 of revenue funding for strategy and feasibility development.

A similar level of capital funding is required for the **2023/2024 financial year** at £1.375m, supported by £160,000 of revenue funding to develop feasibility and strategy. A much greater gap exists for capital funding, of £3.1m due to the bus depot infrastructure scheme being prioritised.

Capital funding requirements for **2024/2025 financial year** total £24.8m which includes £1.57m capital funding, supported by £130,000 of revenue funding. The remaining £23.1m of capital funding required is due to the Park & Ride expansion, and creation of a transport hub being prioritised.

Risks arising from not investing

Lack of commitment to investment early in the lifecycle of the plan will have severe consequences for our ability to deliver our 2038 vision and meet the strategic objectives. This in turn supports delivery of the Imagine Portsmouth vision². This would also impact the wider benefits gained from the schemes, such as supporting economic growth and improving air quality, as outlined in the strategy. Many of the schemes identified will take significant time to implement before their effects become visible. If investment is not granted early in the lifecycle of the strategy, the positive impact that these can have on the local population will be severely diminished. Similarly, should decisions be made in advance of policies and strategies being crystalised, they may work in conflict with policies and strategies that then come forwards in the future. This could not only give rise to greater cost to address the issues created but it reduces the available time for those strategies with longer planning periods to have their positive impacts realised.

Portsmouth is not unique in facing challenges to air quality and the promotion of walking, cycling and public transport. However we have a strong opportunity to make a real difference to the lives of people that live, work, study and visit the city, through positive action aligned to the priorities identified in this Implementation Plan. Forward thinking investment is crucial to maximise the impact felt by users of the city and failure to invest at this stage leads to the real risk of being unable to meet the strategic objectives within the prescribed timeframe.



Strategic focus

This Implementation Plan sets out a clear priority for schemes to be delivered during the early phases of the transport strategy to ensure that the strategic objectives can be met within the 17 years of the plan. These early schemes focus on developing strategies and policies for the lifecycle of the plan, which are critical to shaping the framework for which the delivery of individual schemes will sit. These strategies and policies will ensure that future prioritisation of specific schemes will align fully to the delivery of the strategic objectives.

By focusing on developing strategies and policies for the lifecycle of the plan at an early stage, specific infrastructure improvements will be identified early enough within the programme. This will ensure that the development, funding and delivery of these improvements falls within the plan period, enabling the benefits of them to be realised by the residents and businesses of Portsmouth at the earliest opportunity.

The actions identified for the first three years of the plan contribute to achieving each strategic objective.

Deliver cleaner air

The programmes and strategies identified to deliver cleaner air are all developed during 2022/2023 to ensure that they can be rolled out across the city at the earliest opportunity, enabling them to have the greatest impact towards improving air quality by 2038. Delivery of cleaner air measures will be supported by the priorities aligned to prioritise walking and cycling, which will also have positive air quality

effects by encouraging greater travel by foot and cycle, especially for shorter journeys. Once more, the initial focus for this objective is on delivering strategies and policies that will shape physical delivery of walking and cycling schemes throughout the plan period.

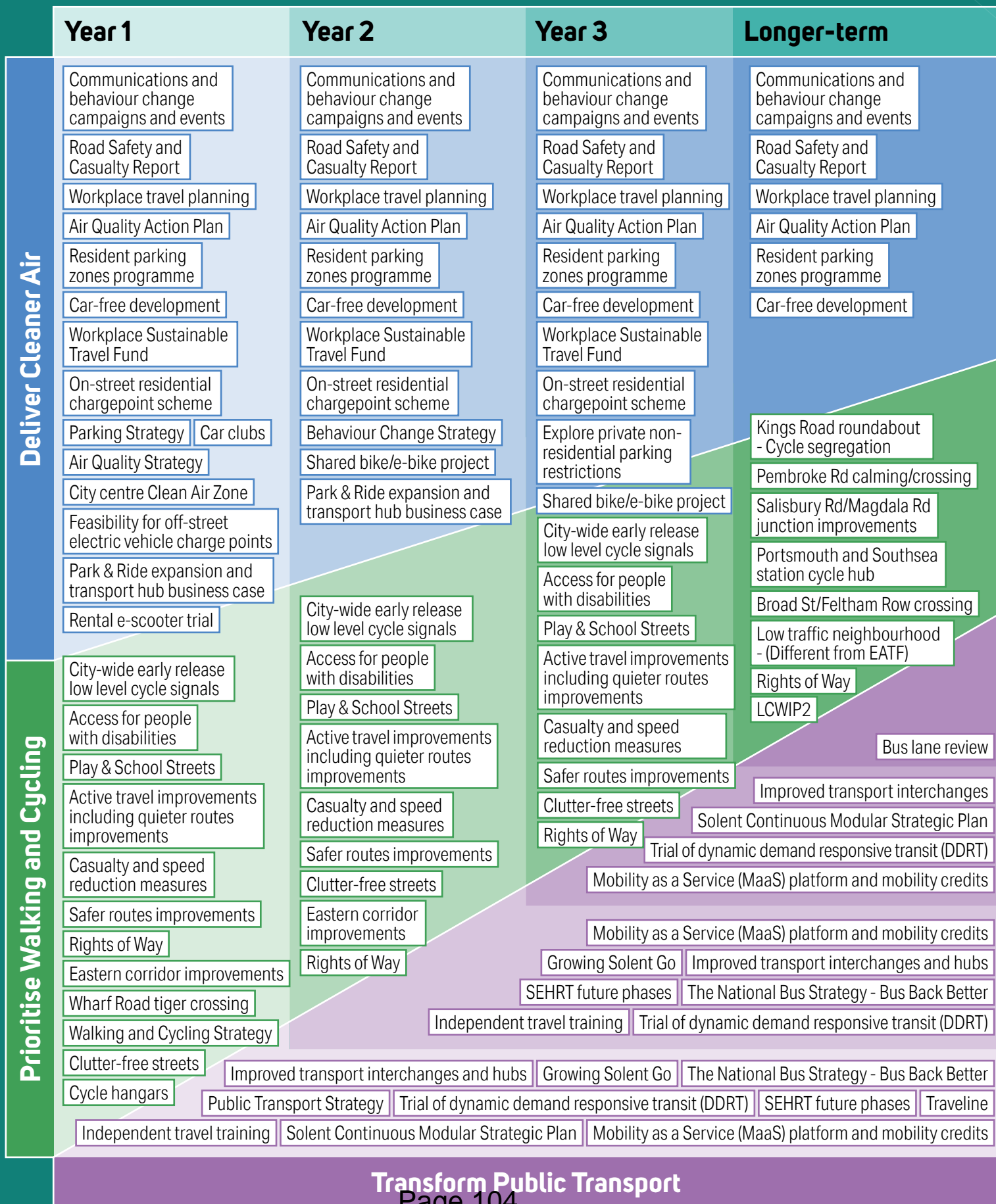
Transform public transport

Further support will be given by the schemes to transform public transport, continuing the delivery of significant infrastructure improvement for the South East Hampshire Rapid Transit (SEHRT) network, supported by further government initiatives such as The National Bus Strategy – Bus Back Better and the development of a Bus Service Improvement Plan (BSIP). Policy and strategy development will set the framework for future public transport investment, clearly outlining the requirements and enabling specific schemes to be identified.

Support business and protect our assets

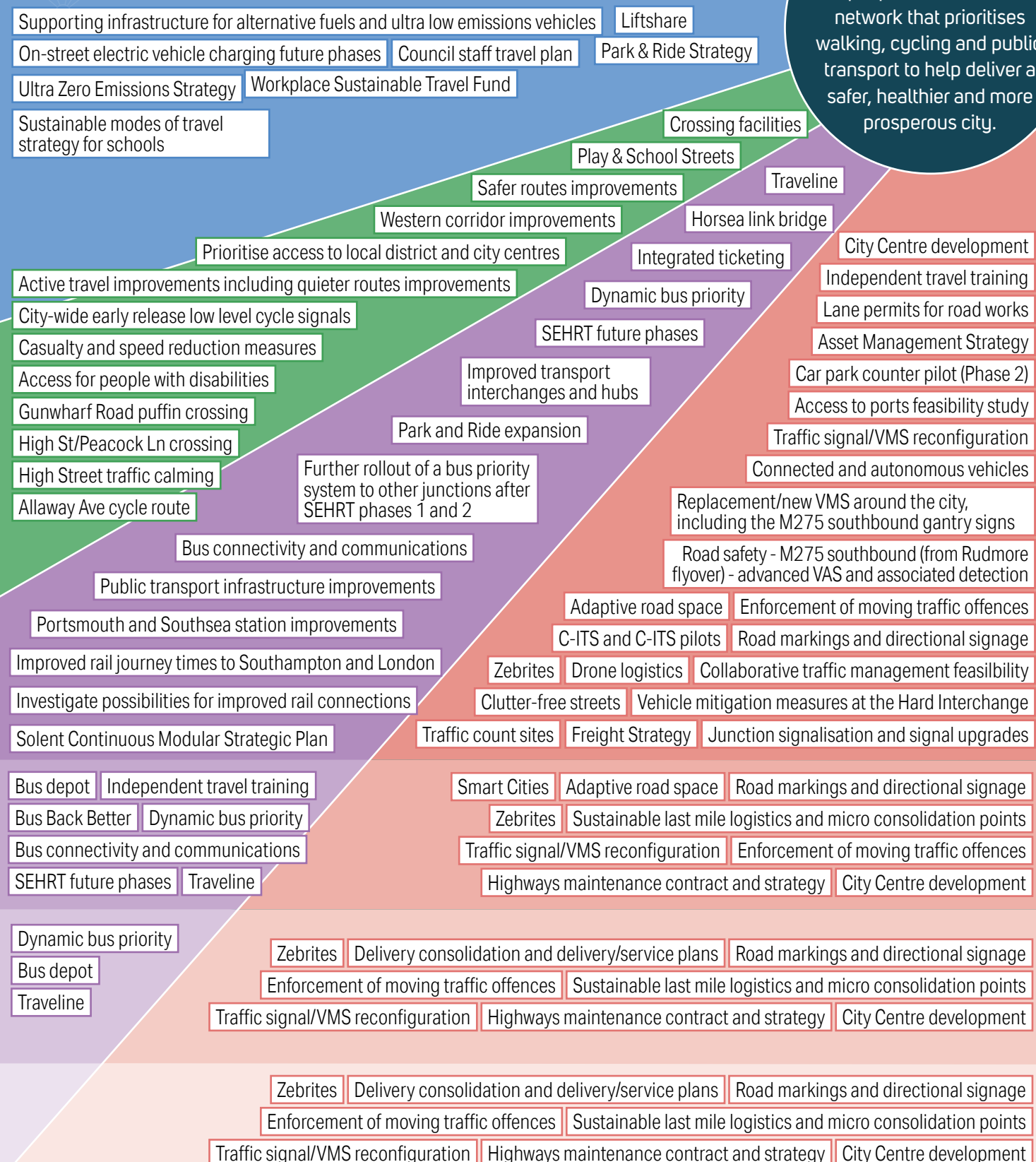
Our ability to support business and protect our assets remains fundamental as the backbone to delivering improvements throughout the city. It is supported by this Implementation Plan which clearly identifies several specific strategies to be developed at an early stage, as well as the deployment of on-going contracts to facilitate continual improvement to the transport network. Key to this will be evolving the understanding of further development of the city centre and the requirements to achieving this change in line with wider policy goals and the council's ambition for the city centre.

Overall plan for 17 year period ³



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.



Support business and protect our assets

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 over a period of 1, 2, and 3 years and longer term.



Table 1: Deliver cleaner air

Year 1	Year 2	Year 3	Longer-term
Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events	Communications and behaviour change campaigns and events
Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report	Road Safety and Casualty Report
Workplace travel planning	Workplace travel planning	Workplace travel planning	Workplace travel planning
Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan	Air Quality Action Plan
Resident parking zones programme	Resident parking zones programme	Resident parking zones programme	Resident parking zones programme
Car-free development	Car-free development	Car-free development	Car-free development
Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund	Workplace Sustainable Travel Fund
On-street residential charge point scheme	On-street residential charge point scheme	On-street residential charge point scheme	On-street electric vehicle charging future phases
Parking Strategy	Behaviour Change Strategy	Explore private non-residential parking restrictions	Supporting infrastructure for alternative fuels and ultra low emissions vehicles
Car clubs	Shared bike/e-bike project	Shared bike/e-bike project	Ultra Zero Emissions Strategy
Air Quality Strategy	Park & Ride expansion and transport hub business case		Sustainable modes of travel strategy for schools
City centre Clean Air Zone			Council staff travel plan
Feasibility for off-street electric vehicle charge points			Park & Ride Strategy
Park & Ride expansion and transport hub business case			Liftshare
Rental e-scooter trial			



Table 2: Prioritise Walking and Cycling

Year 1	Year 2	Year 3	Longer-term
City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals	City-wide early release low level cycle signals
Access for people with disabilities	Access for people with disabilities	Access for people with disabilities	Access for people with disabilities
Play & School Streets	Play & School Streets	Play & School Streets	Play & School Streets
Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements	Active travel improvements including quieter routes improvements
Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures	Casualty and speed reduction measures
Safer routes improvements	Safer routes improvements	Safer routes improvements	Safer routes improvements
Rights of Way	Clutter-free streets	Clutter-free streets	Kings Road roundabout - Cycle segregation
Eastern corridor improvements	Eastern corridor improvements	Rights of Way	Pembroke Rd calming/ crossing
Wharf Road tiger crossing	Rights of Way		Salisbury Rd/Magdala Rd junction improvements
Walking and Cycling Strategy			Portsmouth and Southsea station cycle hub
Clutter-free streets			Broad St/Feltham Row crossing
Cycle hangars			Low traffic neighbourhood - (Different from EATF)
			Rights of Way
			LCWIP2
			Gunwharf Road puffin crossing
			High St/Peacock Ln crossing
			High Street traffic calming
			Allaway Ave cycle route
			Prioritise access to local district and city centres
			Western corridor improvements
			Crossing facilities



Table 3: Transform Public Transport

Year 1	Year 2	Year 3	Longer-term
Improved transport interchanges and hubs	Improved transport interchanges and hubs	Improved transport interchanges and hubs	Bus lane review
Growing Solent Go	Growing Solent Go	Solent Continuous Modular Strategic Plan	Solent Continuous Modular Strategic Plan
The National Bus Strategy - Bus Back Better	The National Bus Strategy - Bus Back Better	Trial of dynamic demand responsive transit (DDRT)	Traveline
Public Transport Strategy	SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Horsea link bridge
Trial of dynamic demand responsive transit (DDRT)	Independent travel training	Independent travel training	Integrated ticketing
SEHRT future phases	Mobility as a Service (MaaS) platform and mobility credits	Bus depot	Dynamic bus priority
Traveline	Trial of dynamic demand responsive transit (DDRT)	The National Bus Strategy - Bus Back Better	SEHRT future phases
Independent travel training	Dynamic bus priority	Dynamic bus priority	Improved transport interchanges and hubs
Solent Continuous Modular Strategic Plan	Bus depot	Bus connectivity and communications	Park and Ride expansion
Mobility as a Service (MaaS) platform and mobility credits	Traveline	SEHRT future phases	Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2
		Traveline	Bus connectivity and communications
			Public transport infrastructure improvements
			Portsmouth and Southsea station improvements
			Improved rail journey times to Southampton and London
			Investigate possibilities for improved rail connections



Table 4: Support business and protect our assets

Year 1	Year 2	Year 3	Longer-term
Zebrites	Zebrites	Smart Cities	City Centre development
Delivery consolidation and delivery/service plans	Delivery consolidation and delivery/service plans	Adaptive road space	Independent travel training
Road markings and directional signage	Road markings and directional signage	Road markings and directional signage	Lane permits for road works
Enforcement of moving traffic offences	Enforcement of moving traffic offences	Zebrites	Asset Management Strategy
Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Sustainable last mile logistics and micro consolidation points	Car park counter pilot (Phase 2)
Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Traffic signal/VMS reconfiguration	Access to ports feasibility study
Highways maintenance contract and strategy	Highways maintenance contract and strategy	Enforcement of moving traffic offences	Traffic signal/VMS reconfiguration
City Centre development	City Centre development	Highways maintenance contract and strategy	Connected and autonomous vehicles
		City Centre development	Replacement/new VMS around the city, including the M275 southbound gantry signs
			Road safety - M275 southbound (from Rudmore flyover) - advanced VAS and associated detection
			Adaptive road space
			Enforcement of moving traffic offences
			C-ITS and C-ITS pilots
			Road markings and directional signage
			Zebrites
			Drone logistics
			Collaborative traffic management feasibility
			Clutter-free streets
			Vehicle mitigation measures at the Hard Interchange
			Traffic count sites
			Freight Strategy
			Junction signalisation and signal upgrades

Making it happen



Ongoing community engagement

We 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, to help us understand the different needs of people who use our transport network. As such, each of the prioritised interventions will have a clear engagement and consultation plan throughout their development.

We 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 Traffic and Transportation Cabinet Member, we would 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 our ongoing commitment to engagement, we have established a community panel to shape public transport initiatives, to enable ongoing discussions, effective behaviour change and develop a public transport system that works for our whole community. This could be replicated across other work programme areas.

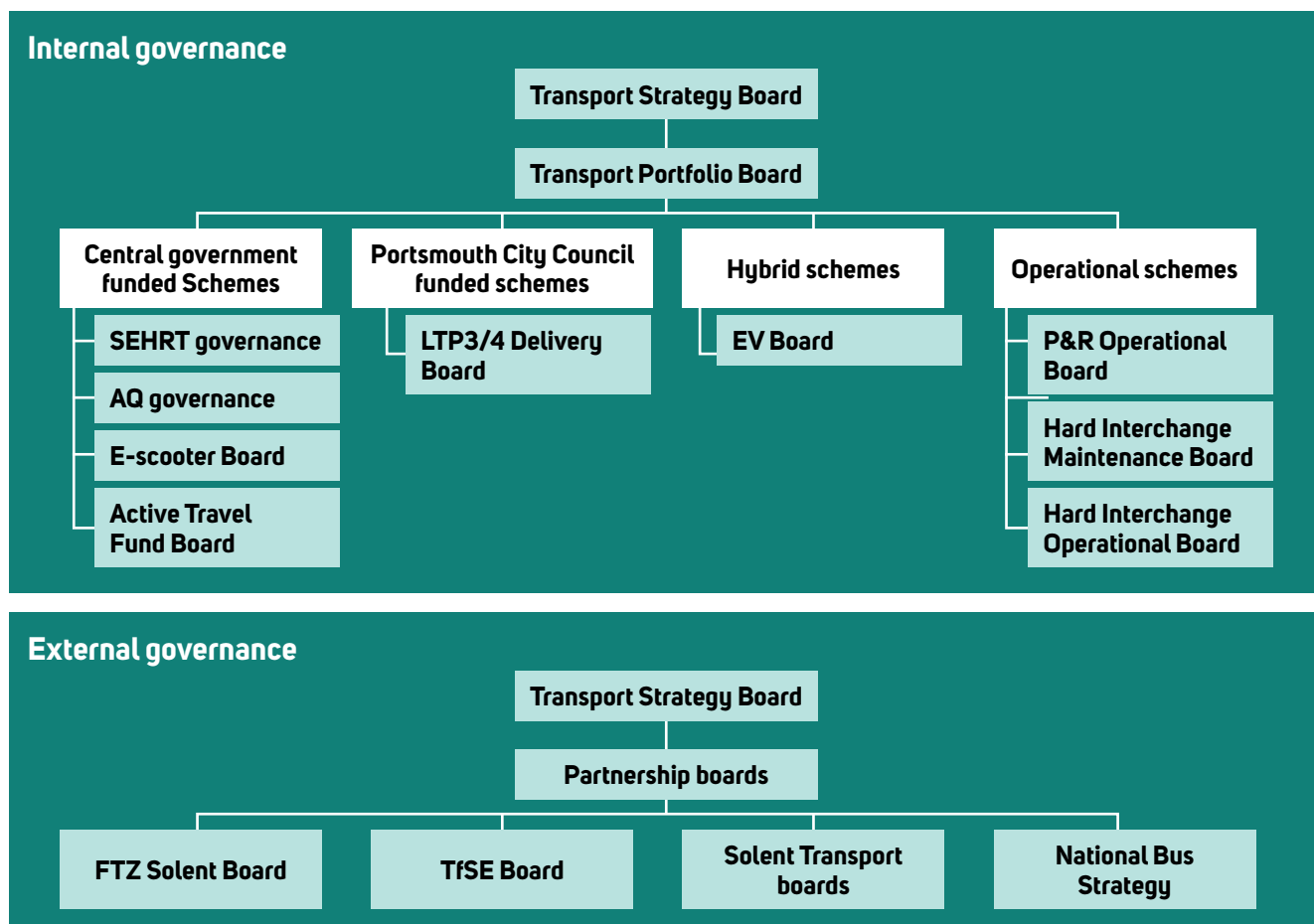
Governance

The Transport Strategy Board will be responsible for ensuring the timely delivery of the Implementation Plan and maintaining the focus on achieving the Transport Strategy vision. This will be led by the Cabinet Member for Traffic and Transportation. A governance overview is outlined below.

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

along with identified funding, will be reported annually through the democratic process, following Portsmouth City Council's full council budget decision. Alongside this, an annual monitoring report will be produced to monitor and evaluate the Implementation Plan. This will report on the delivery of the strategic objectives and the aims and objectives of the specific schemes in the Implementation Plan. The Transport Strategy Board will be responsible for this document.

Transport governance





Collaborative working

We know that we cannot deliver this plan on our own and therefore it is fundamental that we continue to work closely with our neighbouring authorities, partners, stakeholders, businesses and interested groups across the city, region and wider area. We have demonstrated a solid track record of partnership working through successful funding bids to government such as the Solent Future Transport Zone and the South East Hampshire Rapid Transit programme. We will build on this and continue to engage with our wide range of partners and stakeholders. As well as working together to secure funding, many of our schemes will need to be delivered in partnership with our neighbouring authorities and other organisations. We 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 be monitored and evaluated annually through the Annual Monitoring Report. This will report on the delivery of the strategic objectives and the aims and objectives of the specific schemes in the Implementation Plan. The Portsmouth Transport Strategy Board will be responsible for this document and it will be reported annually to the Traffic and Transportation Cabinet Member.

To monitor and evaluate the implementation of the Transport Strategy, we have derived a set of

performance indicators 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, as well as the Annual Monitoring Report indicators and draft Local Plan indicators related to transport. Performance indicators will be assessed against a measurable, quantifiable baseline which will be captured during the first year of the lifecycle of the Transport Strategy and will provide an objective dataset against which all future years of the Transport Strategy will be measured. This will inform future implementation plans and contribute to the overall value for money of the Transport Strategy.

Schemes included within this Implementation Plan will also be monitored and evaluated on the merit of their scheme-specific aims and objectives.

Performance indicator ID		
↓	Performance indicator	How it is measured
1	Carbon emissions from transport	Reduction aggregate city-wide carbon emissions – total number of carbon emissions from road transport divided by population
2	Air pollution emissions from transport	Reduction in annual average concentration of NO2
		Reduction in annual average concentrations of PM2.5
		Reduction in annual average concentrations of PM10
3	Health impacts of poor air quality	Reduction in hospital admissions related to poor air quality
		Fraction of mortality attributable to particulate air pollution (Public Health indicator)
4	Reduction in vehicle trips	On-street traffic counters
5	Support the increase in sustainable fuelled vehicle fleet	Increase in electric vehicle charging points across the city
		Increase in electric vehicle fleet controlled by Portsmouth City Council

Performance indicator ID		
↓	Performance indicator	How it is measured
6	Increase in trips made by walking and cycling	Annual monitoring counts at selected sites
7	Increase in dedicated walking and cycling infrastructure	Increase in km of new and improved infrastructure
		Increased availability of cycle parking
		Increase in the number of low level cycle signals
8	Reduction in the number of accidents on the transport network	Portsmouth accident statistics in line with annual casualty report
9	User perception of safety of walking and cycling by demographic	Annual user perception surveys including National Highways and Transport Survey
10	Increase in public transport patronage	Total number of bus passengers in Transport Strategy area
11	Increased reliability for public transport services	Real time bus journey time data compared with timetabled journey time
		Average wait time for passengers at bus stops or interchanges
12	User perception of public transport	Annual user perception surveys including National Highways and Transport Survey and Community Panel
13	Improved accessibility of public transport	Total number of bus passengers boarding/alighting in deprived areas and areas being identified as having poor public transport access
14	Improved facilities for modal interchanges	Number of cycle parking facilities available at transport hubs. Number of other facilities e.g. lockers, RTPI etc at transport hubs
15	Reduction in the volume of goods vehicles on our streets	Annual monitoring counts of goods vehicles at selected sites
16	Reduce the number of emergency repairs to transport infrastructure	Annual budget spend on emergency repairs

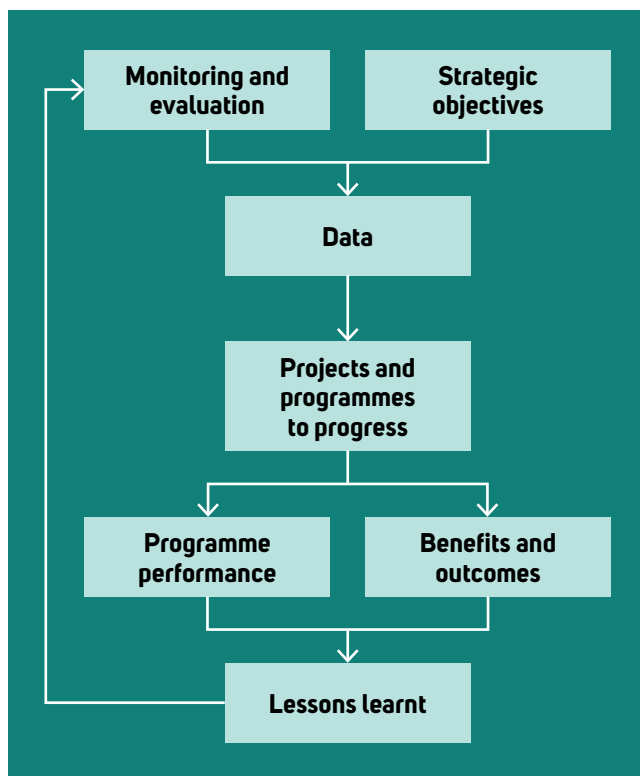
The following table shows how the performance indicators for the Implementation Plan align to Transport Strategy policies and strategic objectives. Please see annex A (page 39) for the detail of each of the policies.

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											✓					

Capturing lessons learnt through the Implementation Plan

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

To better understand how we can improve and deliver transformational change, we will be documenting successes and identify areas for improvement in order to increase efficiency and maximise benefits for future work. By analysing data, we 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. We 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 low traffic neighbourhoods and school streets that reduce through traffic in residential streets.
	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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DRAFT FOURTH LOCAL TRANSPORT PLAN CONSULTATION REPORT



Research and Engagement Team
PORTSMOUTH CITY COUNCIL

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the draft Fourth Local Transport Plan (LTP4) consultation. The main aim of the consultation was to give the public the opportunity to provide their views on the transport infrastructure in Portsmouth and to understand the general public support of the draft strategy document.

2.0 Background

Transport is an enabler of activity. It plays a vital role in the development of local communities, aiding regeneration and it is fundamentally important in the move towards a more sustainable, environmentally focussed future. A draft Fourth Local Transport Plan (LTP4) for Portsmouth was developed and sets out how transport challenges within Portsmouth and the wider South Hampshire sub-region will be addressed in the coming years. It also sets out how transport infrastructure improvements will be delivered over the next 16 years to create an inclusive, active and sustainable travel network which will contribute to a safer, healthier and more prosperous Portsmouth.

3.0 Research

3.1 Objectives

1. To understand the profile of Portsmouth residents
2. To measure expected travel behaviours in Portsmouth after the coronavirus restrictions are lifted
3. To measure the level of approval of the vision of the draft strategy
4. To measure the level of approval of the objectives included in the draft strategy
5. To measure the level of approval of the policies included in the draft strategy

3.2 Methodology

A predominantly quantitative survey was developed which focussed questioning around the five objectives outlined in section 3.1. The survey was launched week beginning 28 September 2020 and was open for twelve weeks to enable as many respondents as possible time to complete it. The survey was promoted through various channels including social media, the Portsmouth City Council website and an email to Your City Your Say distribution list.

4.0 Response rates

Overall, the consultation received 1,010 responses. Fieldwork occurred during the Coronavirus pandemic which will have inevitably affected response rates. Namely, we were unable to carry out planned engagement events because of the social distancing restrictions in place. The survey was also launched at the same time as a few other public consultations that were postponed because of the first national lockdown; this may have caused respondent fatigue in certain topic areas which would explain why response rates were lower than expected.

The latest Office for National Statistics (ONS) mid-year estimate for the 16+ year old population of Portsmouth is 175,294. Given this, the total responses of 1,010 ensures a margin of error of 3% at a confidence level of 95%, this is comfortably within acceptable parameters.

5.0 Summary of findings

- The majority of respondents in the consultation were members of the public or a sole trader (94%) whereas 6% of respondents were representatives from an organisation, business or other group. There were less than 10 elected members of council or parliament who took part in the consultation, which accounted for less than 1% of respondents.
- The majority of the respondents (member of the public or sole trader) live in the city (93%) and just over half work in the city (51%). Nearly half of respondents in the sample both live and work in the city (47%) whereas a small percentage commute into the city for work purposes but live elsewhere (4%). 3% of people do not live nor work in the City but visit for other reasons.
- The largest proportion of respondents work in the PO1 district (38%) and the least amount of respondents work in the PO3 district (8%).
- Respondents who do not live or work in the city mostly visit Portsmouth for three reasons; for recreation and leisure which includes dining out and visiting local attractions (92%), visiting friends and family (73%) and for shopping (65%). The 'other' reasons given for visiting were for occasional business travel and coach drivers who live and operate outside the city but travel through as part of their route.
- Most respondents in the survey plan to travel to or within Portsmouth by walking (79%), closely followed by car/van (70%), for at least 1 day a week. The largest proportion of respondents plan to walk for at least 4 days in a week when traveling into or around Portsmouth (45%).
- The majority of people plan to travel into or within Portsmouth for shopping (85%), recreation and leisure (83%), visiting friends and family (72%) and traveling to and from work (53%). These are similar trends to the reasons why visitors to the city travel in.
- Overall, respondents prefer to travel by car/ van for every reason listed, but the greatest majority prefer to travel by car/ van when shopping (71%). This is greater than the proportion of respondents who selected travelling by car/van in order to commute to and from work (60%); to travel for work during the working day (67%); for recreation and leisure (59%); for visiting friends (65%); and travelling for education (55%).
- Walking is the second most preferred mode of transport for all of the reasons listed. Recreation and leisure was the reason selected by the highest number of respondents who would plan to walk (51%) and walking for commuting to/from work was selected by the smallest proportion (28%).
- Cycling was the third most popular mode of travel selected by respondents overall when imagining how they would travel for all of the reasons listed, with travelling by bus being selected fourth.
- The majority of respondents either strongly agree or agree with the vision of the LTP4 (56%) whilst just over a quarter either disagree or strongly disagree (26%).
- More businesses strongly agreed with the vision compared to members of the public (38% compared to 28% respectively).
- The most common theme mentioned for disagreeing with the vision was that the vision is too focussed on cycling and walking which is not practical for some people, such as disabled and elderly residents. Many respondents also expressed that walking and cycling on rainy days, or when they have a load to carry (e.g. Teachers, Builders, and shoppers) a transport network that focusses mostly on cycling and walking will not meet their needs as they would want to use their cars.

- Many respondents mentioned that the vision may be too ambitious to be achieved in 16 years. However, others stated that 16 years seems a long time to try and plan for, especially when there are now coronavirus restrictions to incorporate therefore the length of time the vision is for should be shortened. Similarly, respondents feel that the focus on public transport is now dated as the vision was written pre-pandemic, when views were different on the use of public transport and the risk of catching Covid-19.
- The most common theme to come from the open ended comments was that the vision needs to take all modes of transport into consideration, not just walking and cycling. Many respondents feel that by prioritising walking and cycling it ignores the mode of transport that the majority of respondents use to carry out their daily activities and therefore discourages the majority of people in Portsmouth to adopt the vision.
- Many respondents were in support of the vision and were hopeful it would create a greener city and overall contribute to a cleaner environment. However, they were worried about the safety of cyclists and pedestrians, especially in the winter months, and where cars and pedestrians/cyclists may have to share road space if there is no reduction in the number of vehicles used in Portsmouth.
- 66% of respondents agree that the strategic objectives are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree or disagree.
- The majority of respondents in this cohort disagreed with Objective 2 - Prioritising walking and cycling (72%). Objective 3 - Transforming public transport was selected by the next largest proportion of respondents, with just over a quarter choosing it as the objective they most disagree with (26%).
- For Objective 2, respondents disagreed because they feel walking and cycling should not be a priority as it is not a practical option for most in the city, and because of the safety concerns around cycling and walking particularly in the winter months.
- Respondents think all of the objectives are of fairly equal importance. However, the objective which was selected by the largest proportion of respondents as being most important was Objective 1 - Delivering cleaner air (31%). Objective 2 - prioritising walking and cycling, was chosen by the smallest proportion of respondents with just 20% selecting it as most important. This is in line with the previous question where Objective 2 was disagreed with by the largest proportion of respondents, and Objective 1 was disagreed with by the smallest
- Respondents rated Objective 1 as most important because they want to contribute to a healthier environment and improve health in the city which will make it a better place for the upcoming generation.
- 20% of respondents did not think there was anything missing from the objectives. Some of the main comments and suggestions of what was missing included making transport accessible for all users and also focusing on all types of transport such as e-scooters. Respondents also mentioned that there should be more action to connect Portsmouth with neighbouring towns such as Chichester and Fareham by working with other local councils and pooling resources.
- The majority of respondents agree or strongly agree that the policies under Objective 1 are the right ones (60%) whilst 20% disagree.
- Respondents who disagree with the policies for Objective 1 most disagree with Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved

walking, cycling and public transport infrastructure where 58% of this cohort disagree. The second most popular policy that respondents disagreed with was Policy 3 - Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs (54%).

- The most common reason given for disagreeing with Policy 5 was that non-residential parking restrictions would be an unfair additional cost for businesses to battle with and there were fears that it would drive business out of the city. For Policy 3 the concerns were that a residents parking permit will shift the problem to other areas of the city where there are not parking restrictions, meaning residents of other roads would struggle to park. Respondents also mentioned for it to work it needs to be over longer periods of the day as many residents are still unable to park when restrictions are in place. Finally there were concerns over encouraging car clubs as residents feel there is an increased risk to catching Covid-19 when cars are shared, they also voiced that car clubs are not always practical when a car is needed in an emergency.
- Respondents would most like to see Policy 6 delivered (36%) whereas they would least like to see Policy 5 delivered (37%).
- The majority of respondents agree or strongly agree that the policies under Objective 2 are the right ones (57%). In comparison, just over a quarter of respondents strongly disagree or disagree with these policies (26%).
- The largest percentage of respondents disagreed with Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities (85%). The most common reason for disagreeing is that Portsmouth roads are already narrow and so by reallocating more road space to cyclists and walkers, there may be a build-up of congestion as motorists slow down for cyclists if sharing the space. Furthermore, many respondents believe that cyclists should pay towards the development of further cycle lanes similar to how motorists pay road tax as they feel it is unfair for motorists to pay for something they may never use.
- Respondents would most like to see Policy 9 delivered under Objective 2 (49%) closely followed by Policy 7 with 43% of respondents choosing this as the policy they would most like to see delivered. Conversely, respondents would least like to see Policy 10 delivered (42%) followed by Policy 7 (40%). Policy 9 was also chosen by the smallest proportion of respondents for what they would least like to see delivered which confirms it is the policy respondents feel most strongly about and think should be delivered.
- The majority of respondents agree or strongly agree that the policies under Objective 3 are the right ones (76%). In comparison only 9% of respondents disagree or strongly disagree. This objective has received the highest levels of agreement.
- The largest proportion of respondents disagreed with Policy 12 (67%). The most common reason for disagreeing is that respondents feel car ownership in Portsmouth needs to be reduced first before public transport services are increased as it will cause more congestion in the city. Furthermore, respondents voiced that buses need to be more affordable than they are currently as otherwise they will not see them as an option so it would be irrelevant if they were improved.
- Under Objective 3, respondents would most like to see Policy 14 delivered (64%) whereas they would least like to see Policy 12 delivered (40%).

- The majority of respondents agree or strongly agree that the policies under Objective 4 are correct (60%). On the other hand 7% of respondents disagree or strongly disagree. This is some of the lowest disagreement levels across all objectives.
- For Policy 18 the most common reason for disagreeing is that road works need to be done as and when therefore trying to co-ordinate roadworks would not be practical. Additionally respondents feel if there are many road works going on at the same time, this would cause more congestion rather than ease it in this particular area.
- Under Objective 4 respondents would most like to see Policy 16 delivered (41%) and would least like to see Policy 18 delivered (41%).
- The most common theme to come from the open-ended comments was that all modes of transport should be considered. In particular, respondents felt the focus is mostly on walking and cycling with little mention of cars, vans and e-scooters. Similarly, many respondents called for there to be a focus on cutting down the use of cars in the city by starting with cutting car ownership. They felt it is implied in the strategy however, respondents would like to see a particular action that addresses this.
- Comments also mentioned what the long term impacts of Covid-19 might mean for the city and for this to be incorporated in the strategy. Particularly they voiced that residents need to be reassured that public transport is safe to use and that the risk of getting Covid-19 has been minimised. They would also like public transport to be more accessible in that more bus stops are needed near people's homes but that it links to other forms of transport such as cycle routes and storage lockers, walking routes and train stations.
- There were several positive comments that praised the strategy for taking actions to make the city greener. Many asked for the council to 'think big' but apply common sense when developing the strategy.
- Some comments called for an overall South Hampshire tram network that would connect Portsmouth to its neighbouring towns. There were suggestions that several local authorities could work together and pool resources to create this network.

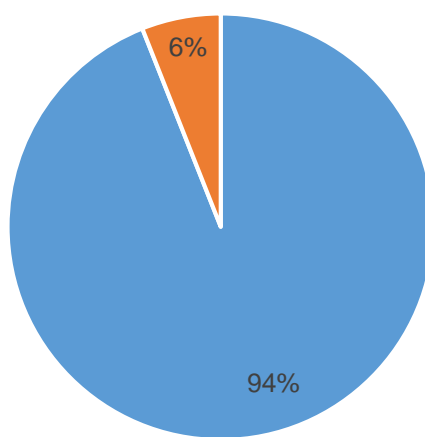
Full breakdowns are available in the following section of this report.

6.0 Respondent profile

All respondents to the consultation were asked to select which statement best describes them from a list of options including, 'member of public or sole trader', 'elected member of council or parliament' and representative of a 'business or organisation'. Figure 1 shows that the majority of respondents were 'Members of the public or a sole trader' (94%) whereas 6% of respondents were representatives from an 'organisation, business or other group'. There were less than 10 elected members of council or parliament which accounted for less than 1% of respondents. Therefore they are not shown in this graph but their opinions are still included in the report.

Figure 1: Respondents by their answer to 'which of these best describe you?'

■ Member of the public or a sole trader ■ Organisation, business or other group



Base: 1010

6.1 Business respondents

There were a total of 41 businesses that took part in the consultation and those that gave the name of their business are listed below. Businesses were of various categories ranging from transport companies such as First Bus, to other neighbouring councils such as Hampshire County Council.

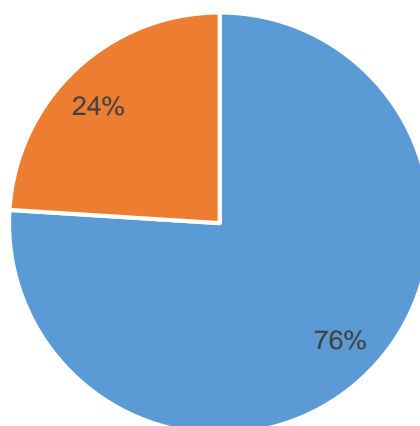
- | | | |
|---------------------------------|-------------------------------------|---------------------------------|
| • Age Portsmouth UK | • Hover Travel | • The open Transport Initiative |
| • AMS | • LMDC | • Victory Hants |
| • Aqua cars | • Paraffin | • Vivid |
| • BH Live | • PETA Limited | • Gosport Ferry |
| • Condor Ferries | • PLC Architects | • Groundling Theatre Trust |
| • Fareham Borough council | • Portico Shipping LTD | |
| • Ferry speed | • Portsmouth Autism Community Forum | |
| • Fire monkeys | • Portsmouth Water | |
| • First Bus | • Road Haulage Association | |
| • First Light Trust | • Sense Plus Portsmouth | |
| • Garbos Hair | • Solent NHS Trust | |
| • Govia Thames Railway (GTR) | • St Jude's Church Nursery | |
| • Hampshire Chamber of Commerce | • Tall Ships Youth Trust | |
| • Hampshire County Council | | |

Base: 38

The consultation also asked businesses to indicate if their premises are inside or outside of Portsmouth city (PO1- PO6). Figure 2 shows that the majority of businesses that took part in this consultation are located within the City (76%) whilst just under a quarter are not (24%).

Figure 2: Respondents by their answer to 'Is the business or organisation in Portsmouth?'

■ Yes - in Portsmouth ■ No - outside of Portsmouth



Base (businesses): 41

6.2 Members of the public or sole trader

As members of the public made up the majority of the respondents in the consultation (see Figure 1) they were asked about their travel behaviours in the city and how this relates to whether they work or live in Portsmouth.

Table 1 below shows whether the respondents live and or work in the city. The results shows that the majority of the respondents in this sample live in the city (93%) and just over half work in the city (51%). Nearly half of respondents in the sample both live and work in the city (47%) whereas a small percentage commute into the city for work purposes but live elsewhere (4%). Finally, Table 1 shows that 3% of people do not live nor work in the city but visit for other reasons which are explored later in the consultation.

Table 1: Respondents by whether they live or work in the City (PO1 - PO6)

	Do not work in City (%)	Work in City (%)	Total Sample (%)
Do not live in city (%)	3	4	7
Live in city (%)	46	47	93
Total sample (%)	49	51	100

Base: 946

Respondents that indicated that they work in the city were asked for their work postcode and this is shown in Table 2 on the next page. The largest proportion of respondents work in the PO1 district (38%). In this district the harbour is located, as well as Royal Naval bases, Portsmouth City Council and the shopping centre Gunwharf Quays, so it is expected that this area would have the largest amount of respondents who work there. The district where the least amount of respondents work is PO3 (8%).

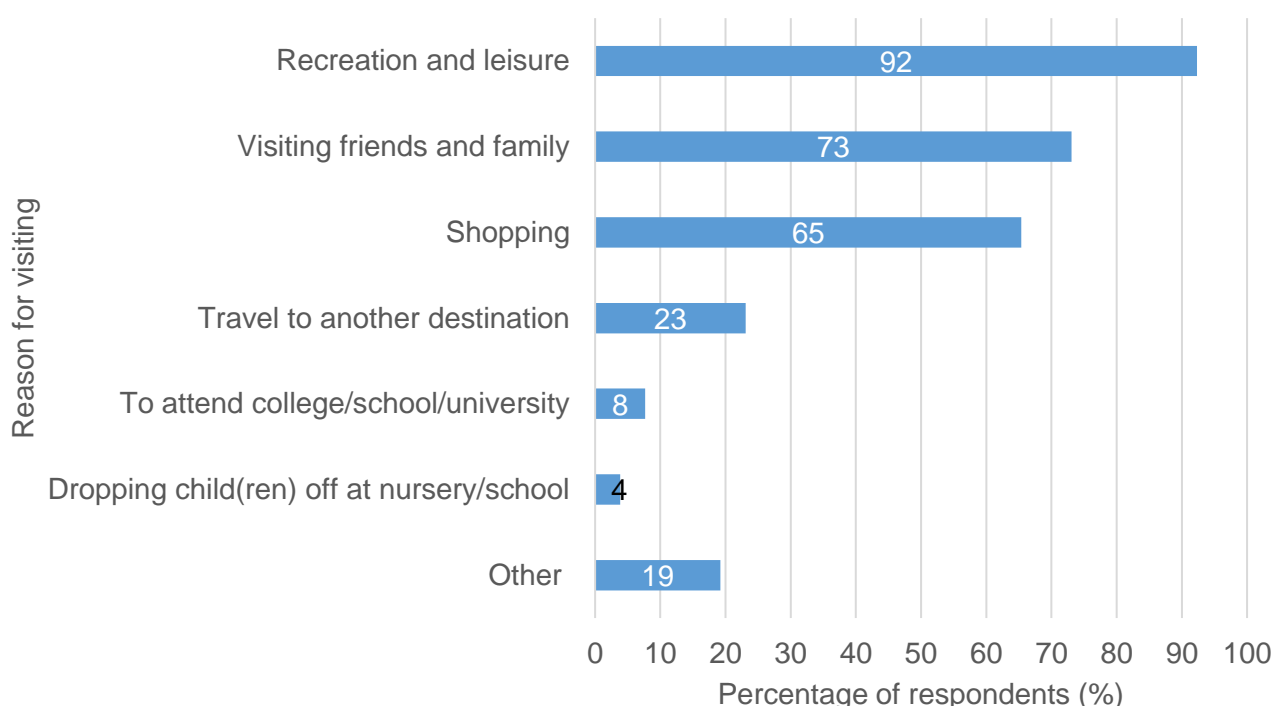
Table 2: Respondents by their work postcode

Postcode district	Percentage of respondents (%)
PO1	38%
PO2	12%
PO3	8%
PO4	15%
PO5	9%
PO6	17%
External	1%

Base (respondents who work in the City):441

As Table 1 (on the previous page) shows, 3% of respondents in this consultation do not live or work in the city and so they were asked a follow up question to find out why they visit Portsmouth. Figure 3 shows that the majority of respondents who do not live or work in the city, visit Portsmouth for three reasons; for recreation and leisure which includes dining out and visiting local attractions (92%), visiting friends and family (73%) and for shopping (65%). The 'other' reasons given for visiting were for occasional business travel and coach drivers who live and operate outside the city but travel through as part of their route.

Figure 3: Respondents by why they visit Portsmouth



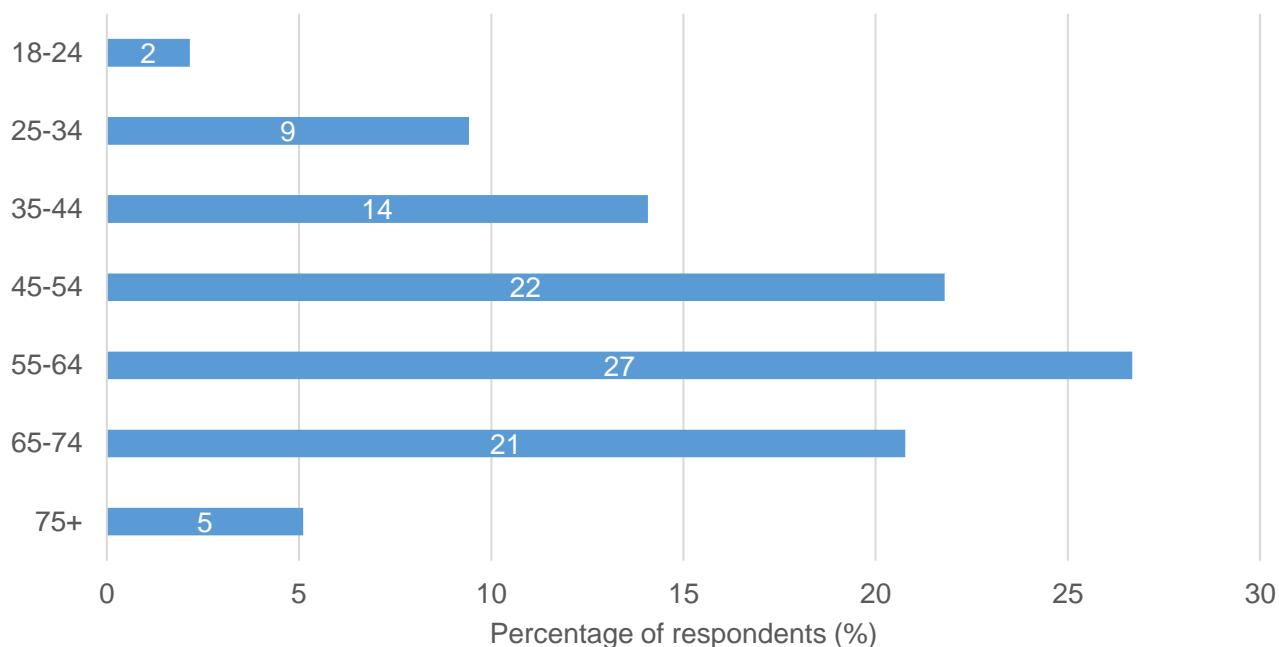
Base (respondents who do not work or live in Portsmouth): 27

Next, respondents were asked some demographic questions to gauge the profile of the Portsmouth public who use the transport network. The base sizes for each question vary as questions in the demographic section of the survey were voluntary and included a 'prefer not to say' option.

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Figure 4 shows that the largest proportion of respondents who took part in the consultation were 55 to 64 years of age (27%) whilst only 2% of respondents were 18 to 24. This is a normal trend for social consultations where over 55's tend to interact more. With the exception of under 24's, all other age groups were represented well in this consultation.

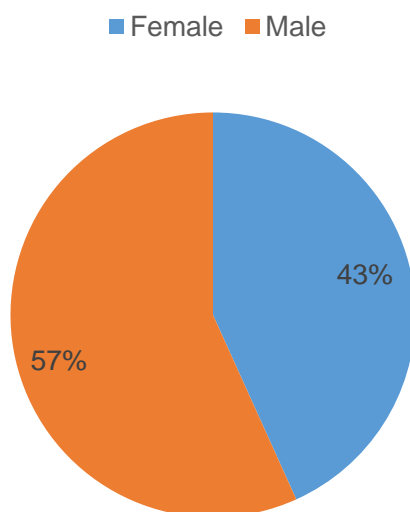
Figure 4: Respondents by age



Base (members of the public): 881

Figure 5 shows that the majority of respondents in this consultation were male (57%) whilst 43% were female. This is an unusual trend as it is the norm in social surveying for more females than males to engage. However, the topic of this survey may have encouraged more men to take part.

Figure 5: Respondents by sex



Base (members of the public): 861

Respondents were also asked about their ethnic group. Table 3 shows that the majority of respondents in this sample were White or White British (97%), 2% were Mixed/ Multiple ethnic groups, 1% Asian or Asian British and there were no respondents who were Black African/Caribbean or Black British.

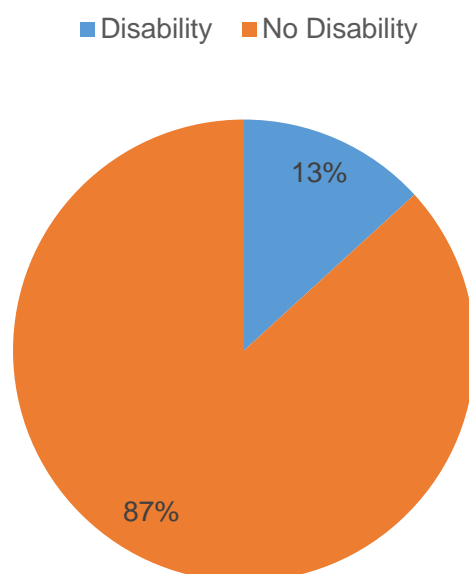
Table 3: Respondents by ethnicity

Ethnicity	Percentage of respondents (%)
Asian or Asian British	1
Black African/ Caribbean or Black British	0
Mixed/ Multiple ethnic groups	2
White or White British	97

Base (members of the public): 831

Respondents were then asked whether they consider themselves to have a disability according to the Equality Act 2010. Figure 6 shows that the majority of respondents do not have a disability (87%) whereas 13% do consider themselves to have a disability. This is representative of the population of Portsmouth where the latest ONS estimates show that 16% of residents in Portsmouth have a disability.

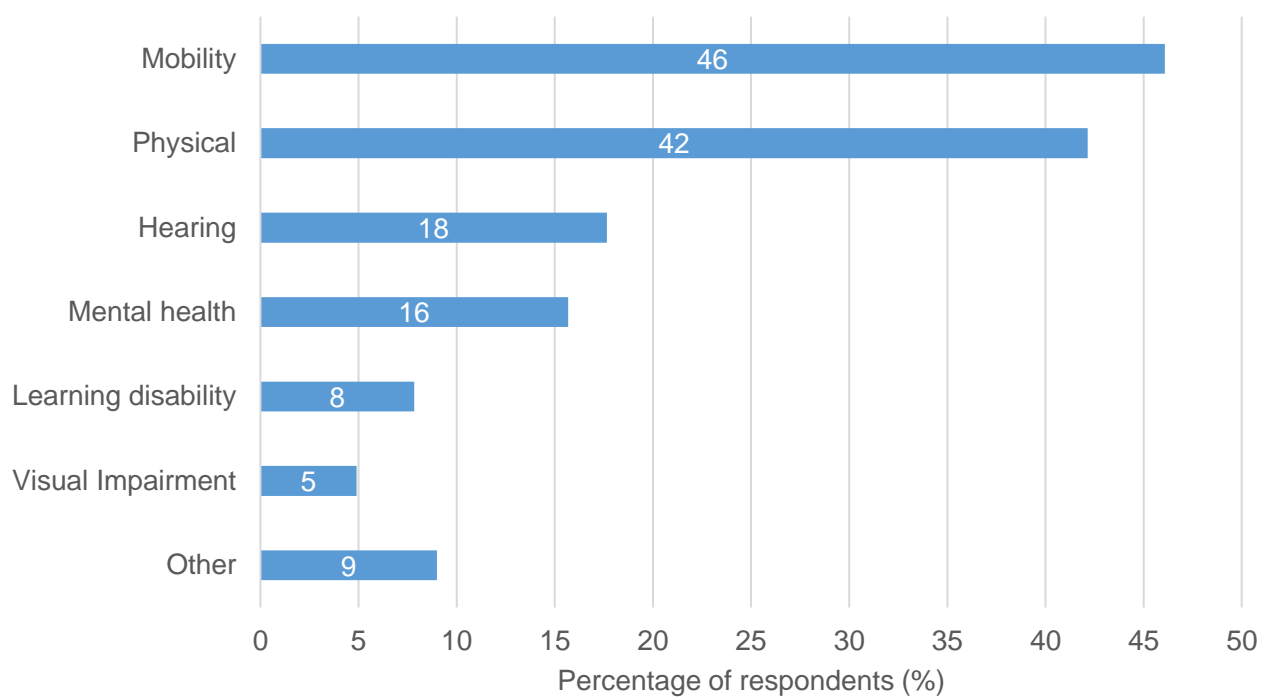
Figure 6: Respondents by whether they have a disability



Base (members of the public): 855

Respondents who identified that they have a disability were asked the follow up question 'what type of disability do you have?' Figure 7 on the next page shows that the largest proportions of people who have a disability have mobility issues (46%) or a physical disability (42%).

Figure 7: Respondents by disability type



Base (members of the public with a disability): 110

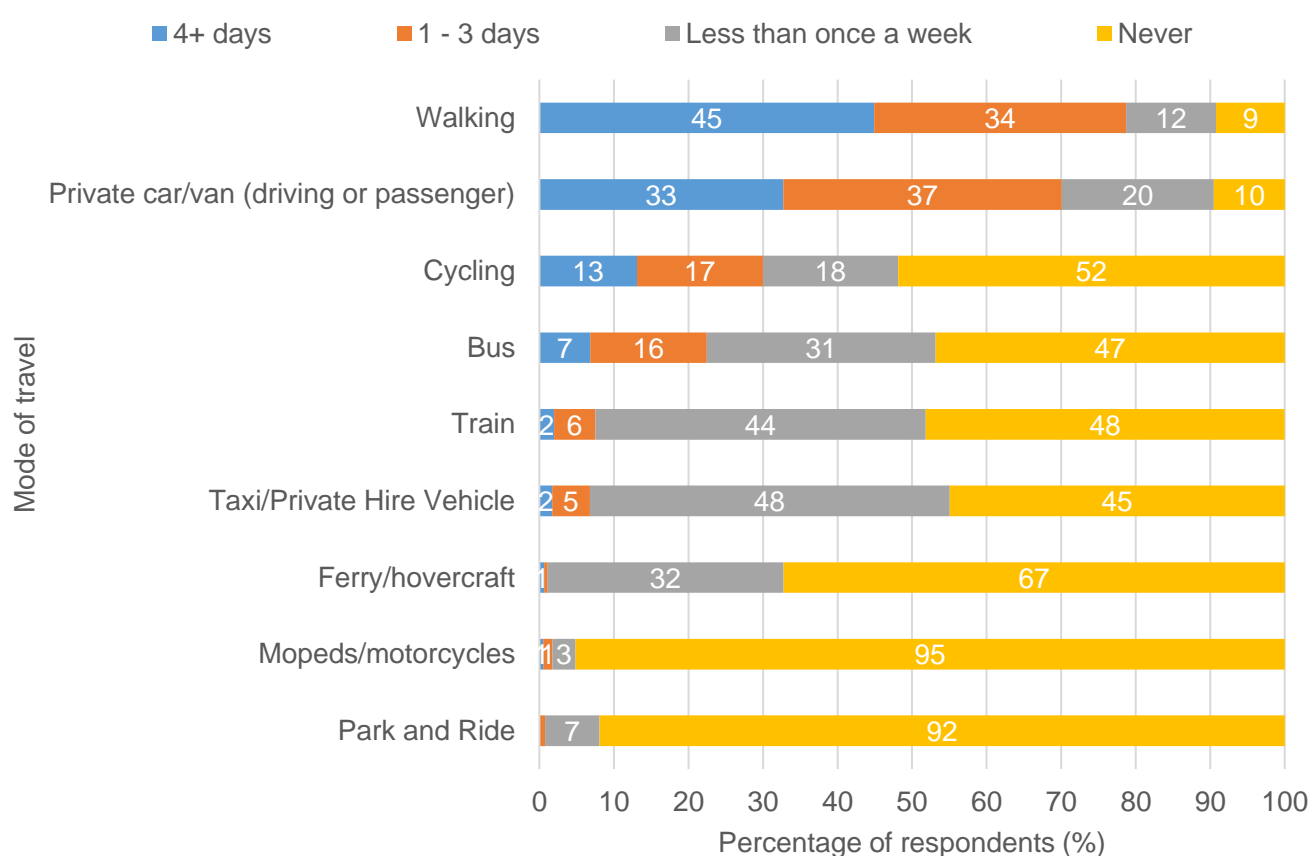
7.0 Analysis of results

7.1 Respondent travel behaviour

The next part of the consultation is focussed on members of the public and representatives of a business or organisation who were asked about their usual travel behaviours in and around Portsmouth. As there were several restrictions in place as a result of the Covid-19 Pandemic, respondents were asked to predict how they will travel and by what mode when restrictions are lifted and they are able to carry on with their normal activities.

Figure 8 shows that most respondents plan to travel to or within Portsmouth by walking (79%), closely followed by car/van (70%), for at least 1 day a week. The largest proportion of respondents plan to walk for at least 4 days in a week when traveling into or around Portsmouth (45%).

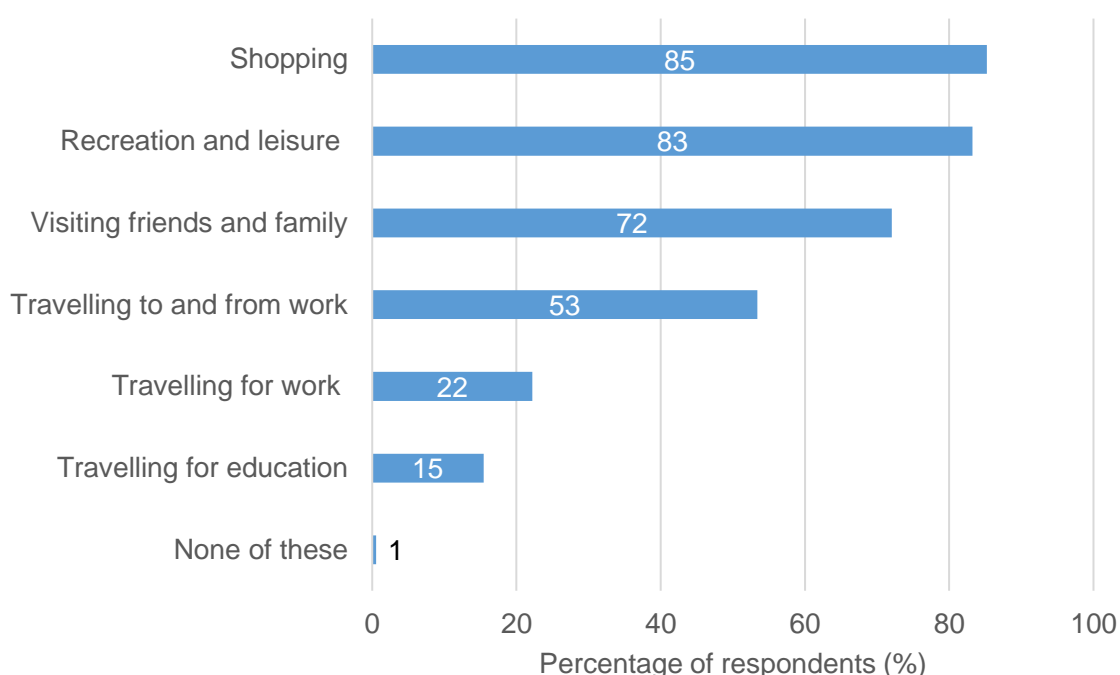
Figure 8: Respondents by mode of travel into Portsmouth and frequency



Base: 898

Respondents were then asked 'when restrictions are lifted, for what reasons do you think you will travel into or within Portsmouth?' Figure 9 on the next page shows that the majority of people plan to travel into or within Portsmouth for shopping (85%), recreation and leisure (83%), visiting friends and family (72%) and traveling to and from work (53%). These are similar trends to the reasons why visitors to the city travel in.

Figure 9: Respondents by the reasons they travel to or within Portsmouth



Base: 901

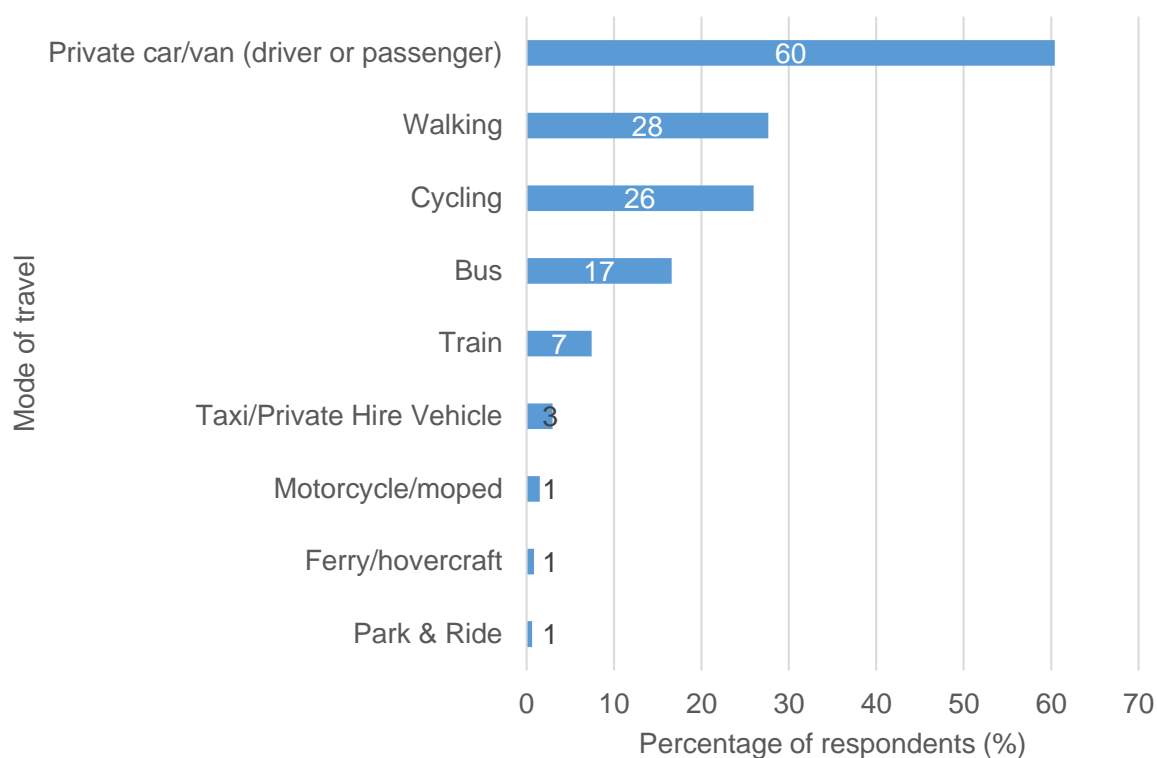
Each respondent who selected any of these reasons were then asked by what mode they envisage they would travel for each reason. The results are shown in Figures 10 to 15 below.

Overall, respondents prefer to travel by car/ van for every reason listed, but the greatest majority prefer to travel by car/ van when shopping (71% - see Figure 13). This is far greater than the proportion of respondents who selected travelling by car/ van in order to commute to and from work (60% - see Figure 10); to travel for work during the working day (67% - see Figure 11); for recreation and leisure (59% - see Figure 12); for visiting friends (65% - see Figure 14); and travelling for education (55% - see Figure 15).

Walking is the second most preferred mode of transport for all of the reasons listed. Recreation and leisure was the reason selected by the highest number of respondents who would plan to walk (51% - see Figure 12), and walking for commuting/ travelling for work was selected by the smallest proportion (28% - see Figure 10).

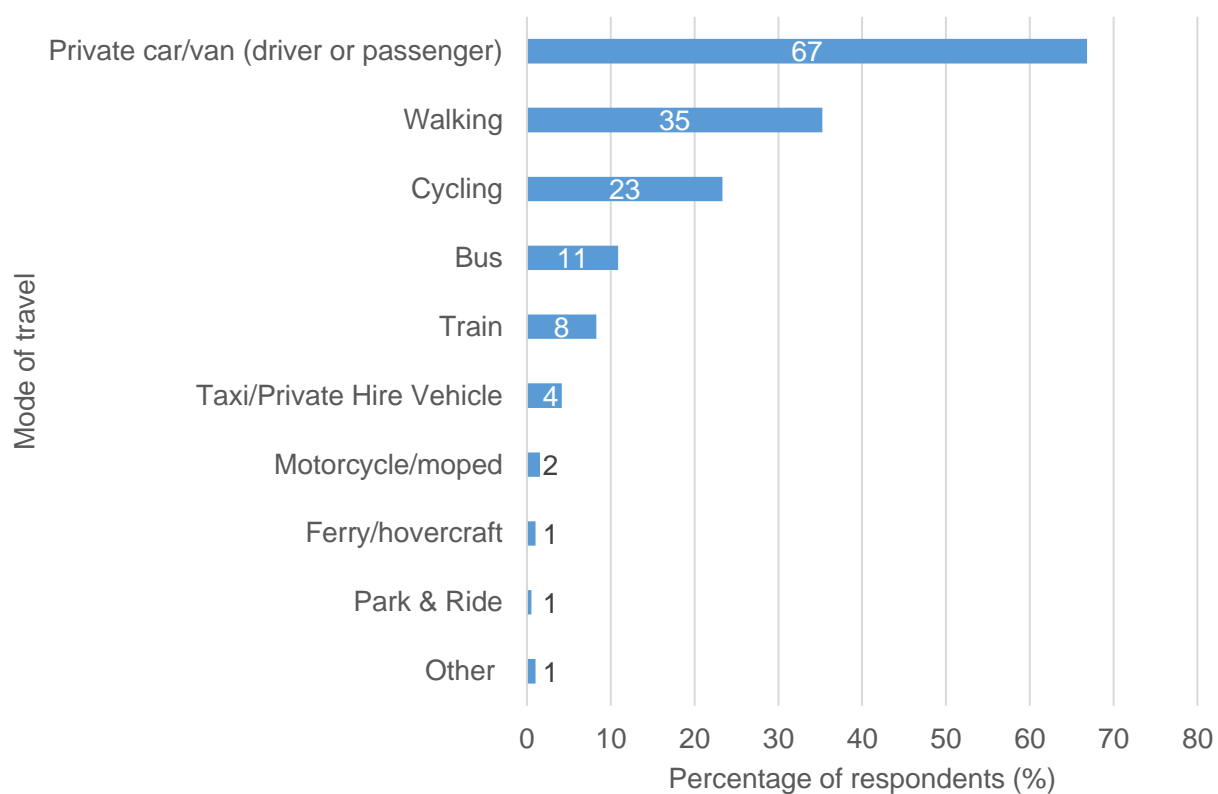
Cycling was the third most popular mode of travel selected by respondents overall when imagining how they would travel for all of the reasons listed, with travelling by bus being selected fourth.

Figure 10: Respondents by mode of travel when commuting to and from work



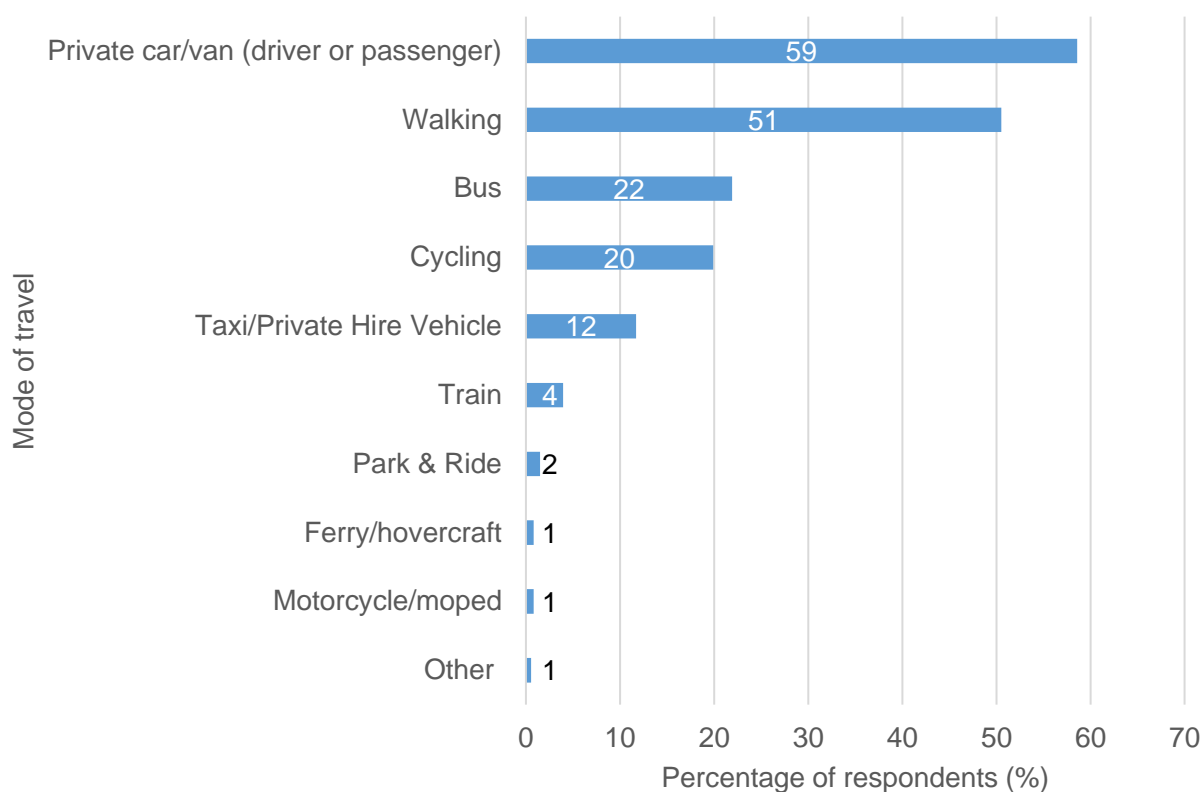
Base: 470

Figure 11: Respondents by mode of travel when traveling for work during the working day



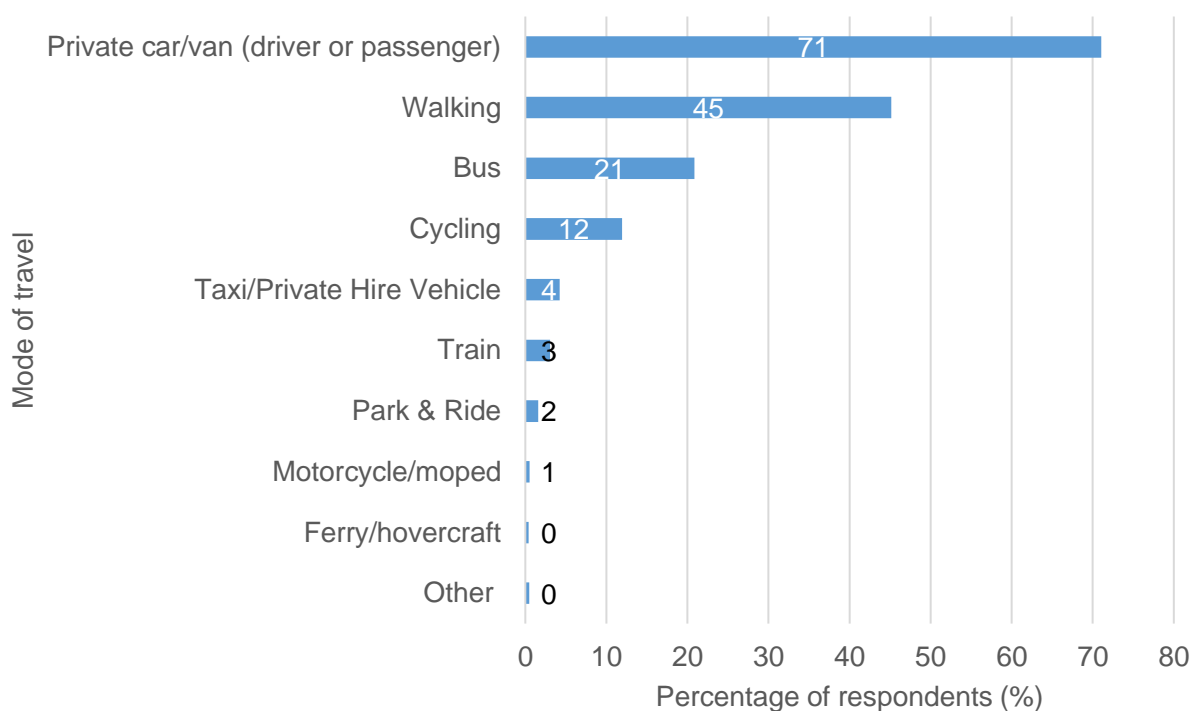
Base: 193

Figure 12: Respondents by mode of travel when using Portsmouth for recreation and leisure



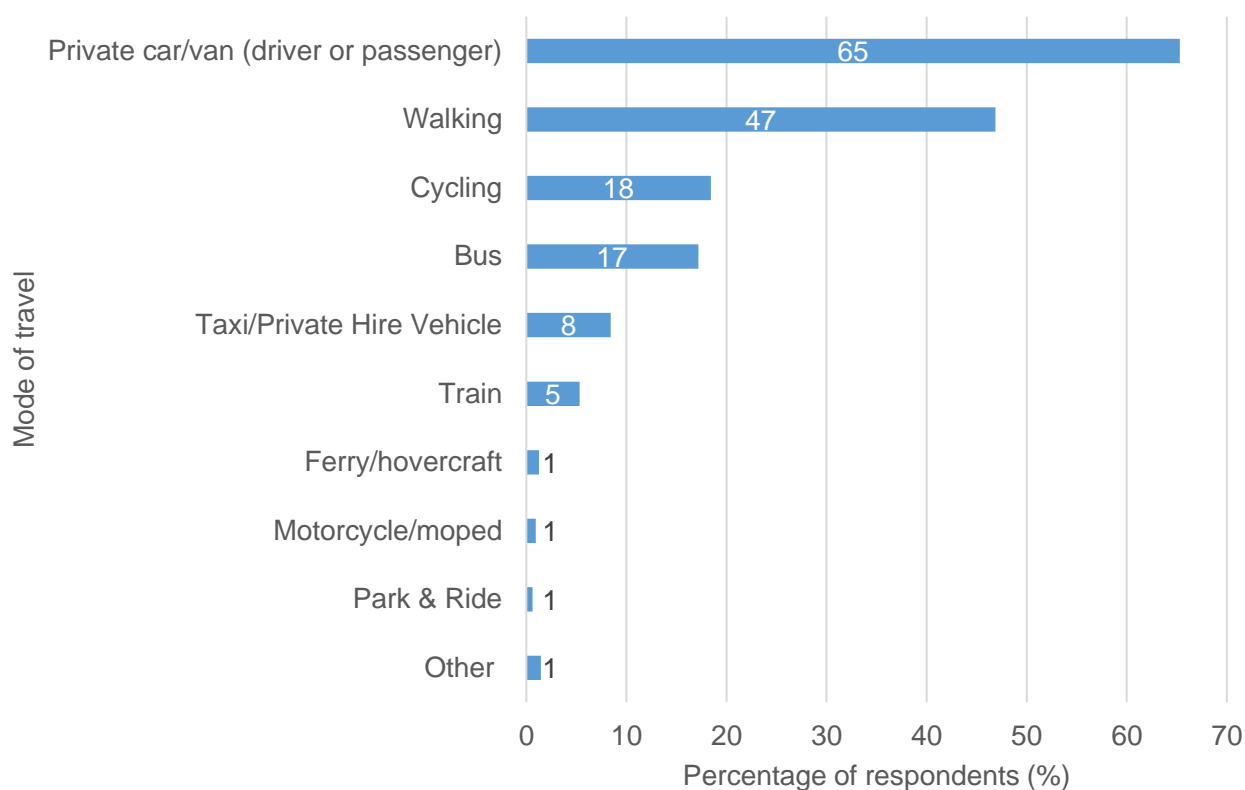
Base: 734

Figure 13: Respondents by mode of travel when shopping in Portsmouth



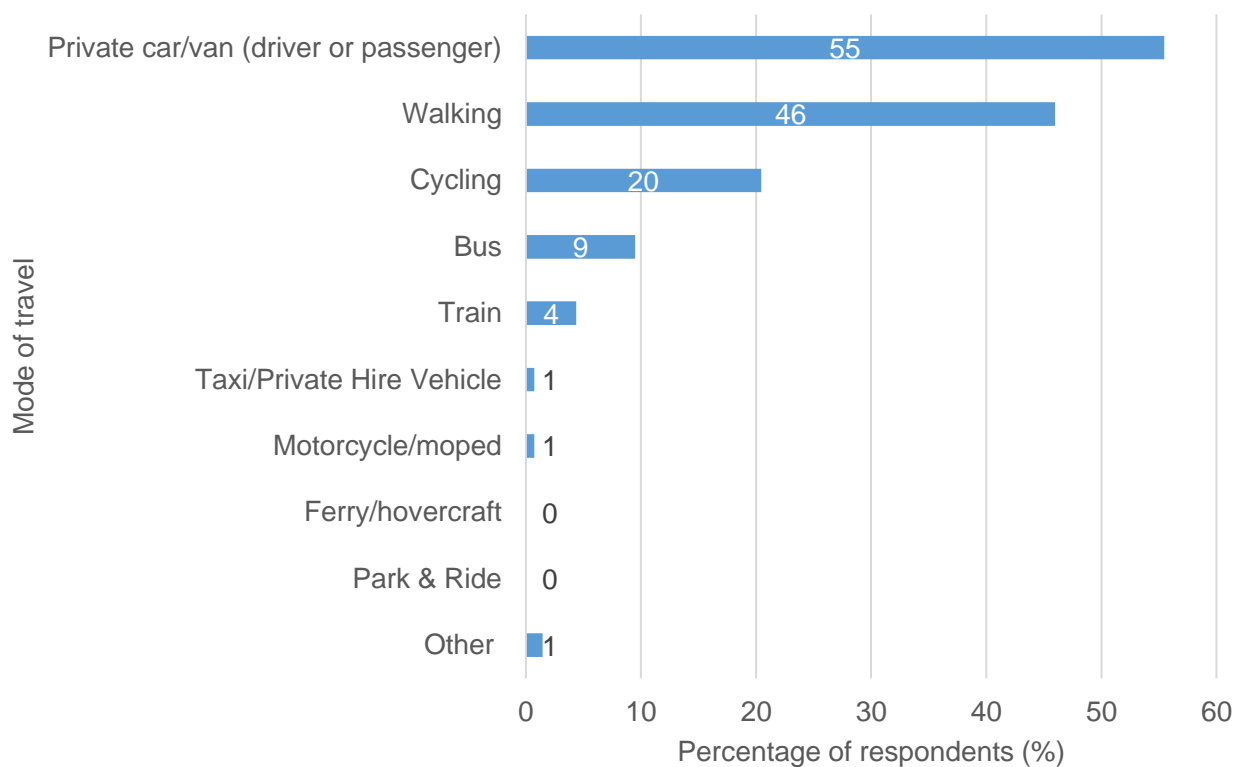
Base: 753

Figure 14: Respondents by mode of travel when visiting friends in Portsmouth



Base: 640

Figure 15: Respondents by mode of travel when traveling for education



Base: 137

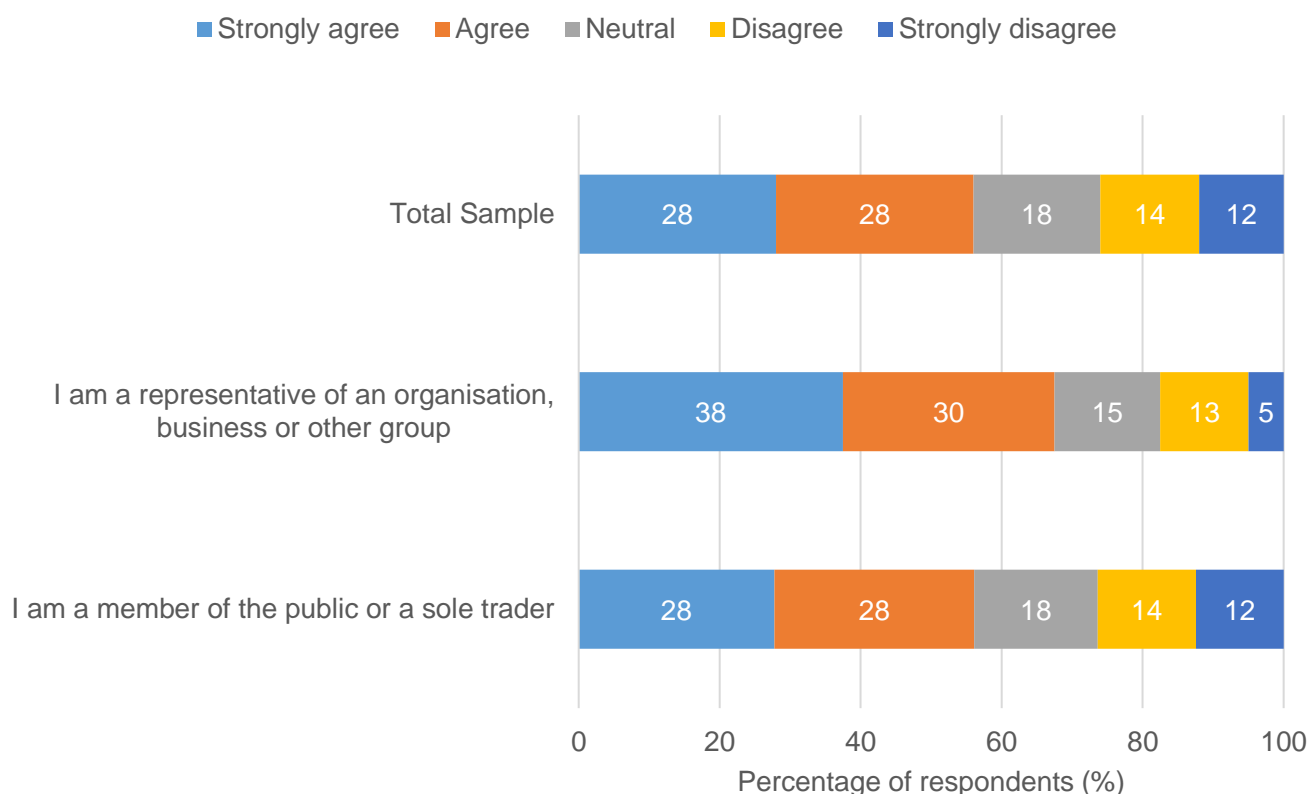
7.2 The Vision

The next part of the consultation was focused around the respondents' level of agreement with the draft vision.

Figure 16 shows that the majority of respondents either strongly agree or agree with the vision of the LTP4 (56%) whilst just over a quarter either disagree or strongly disagree (26%).

Similar trends were seen by both businesses and members of the public. However, more businesses strongly agreed with the vision compared to members of the public (38% compared to 28% respectively).

Figure 16: Respondents by their level of agreement with the draft vision and respondent profile



Bases vary: Total sample (910) | Businesses (40) | Member of public (868)

Table 4 on the next page shows the common themes that appeared in the analysis of the open ended comments of why respondents disagreed with the draft vision. The most common theme mentioned was that the vision is not practical for some residents. Particularly, respondents mentioned that the vision is too focussed on cycling and walking which is not practical for disabled and elderly residents. Many respondents also expressed that walking and cycling on rainy days, or when they have a load to carry (Teachers, Builders, shopping), a transport network that focusses mostly on cycling and walking will not meet their needs as they would want to use their cars.

Many respondents also mentioned that the vision may be too ambitious to be achieved in 16 years. However, others stated that 16 years seems a long time to try and plan for, especially when there are now coronavirus restrictions to incorporate. Similarly, respondents feel that the focus on public transport is now dated as the vision was written pre-pandemic, when views were different on the use of public transport and the risk of catching Covid-19.

Table 4: Common themes why respondents disagreed with the draft vision

Theme
Not practical
Too focussed on cycling
Based on the city pre-pandemic
Too ambitious

Base: 204

Finally all respondents including those who agreed/strongly agreed with the vision were asked if they had any further comments regarding the vision for Portsmouth. Figure 17 below shows the most common themes that were present in the open ended comments; the size of the text directly correlates with how popular the theme was (larger = more popular).

Figure 17: Common themes from the other comments regarding the draft vision



Base: 509

The most common theme to come from the open ended comments was that the vision needs to take **all modes of transport into consideration**, not just walking and cycling. Many respondents feel that by prioritising walking and cycling it ignores the mode of transport that the majority of respondents use to carry out their daily lives (car/van) and therefore discourages the majority of people in Portsmouth to adopt the vision.

Moreover, respondents feel that for there to be a shift in behaviour, there needs to be a **cultural shift** which may take longer than the 16 years that this vision is set out to cover and therefore it may be **too ambitious**. Similarly respondents have said that better and **cheaper alternatives** to using a car/van must be provided, such as well-connected bus routes that are affordable and more incentives for families and businesses to switch to electric cars/vans.

Finally, many respondents were in support of the vision and were hopeful it would create a **greener city and overall contribute to a cleaner environment**. However, they were worried about the safety of cyclists and pedestrians, especially in the winter months, and where cars and pedestrians/cyclists may have to share road space if there is no reduction in the number of vehicles used in Portsmouth.

7.2 Strategic objectives

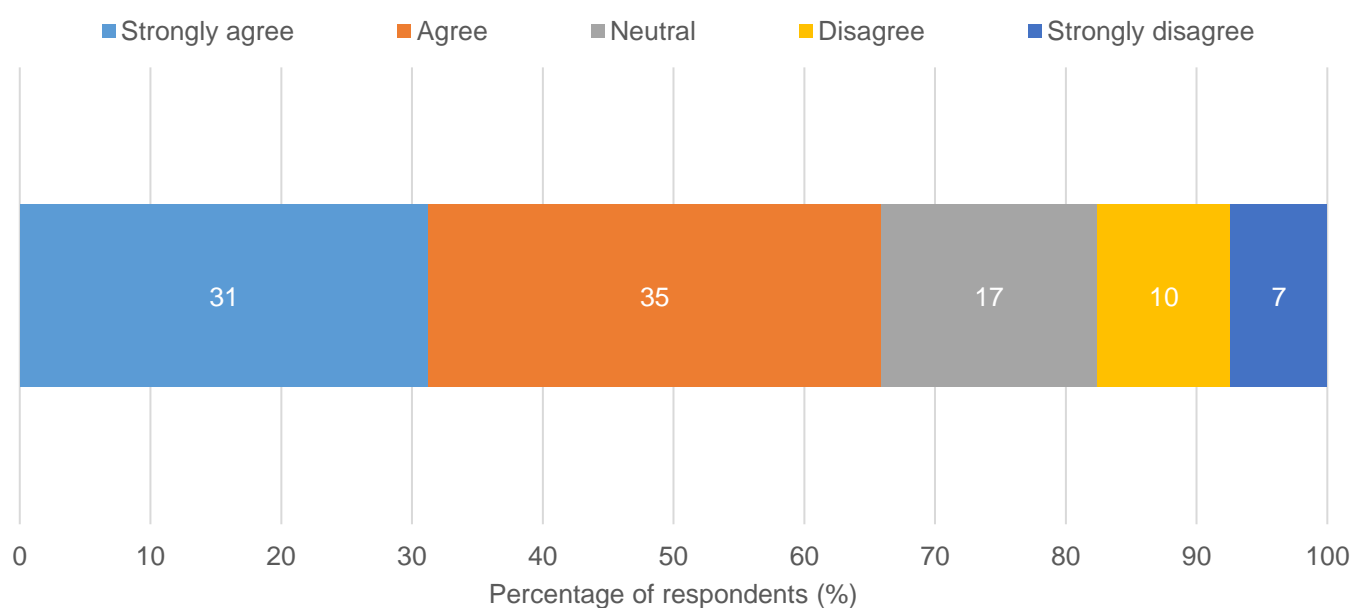
The following section of the consultation covers the strategic objectives of the LTP4 that support the draft vision. The four objectives are listed in Table 5 below.

Table 5: List of objectives that support the draft vision

Objective
Objective 1 - Delivering cleaner air
Objective 2 - Prioritising walking and cycling
Objective 3 - Transforming public transport
Objective 4 - Supporting businesses and protecting our assets

Respondents were first asked to what extent they believe that the four objectives are the right ones. Figure 18 shows that 66% of respondents agree that the strategic objectives are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree/disagree that the objectives are correct.

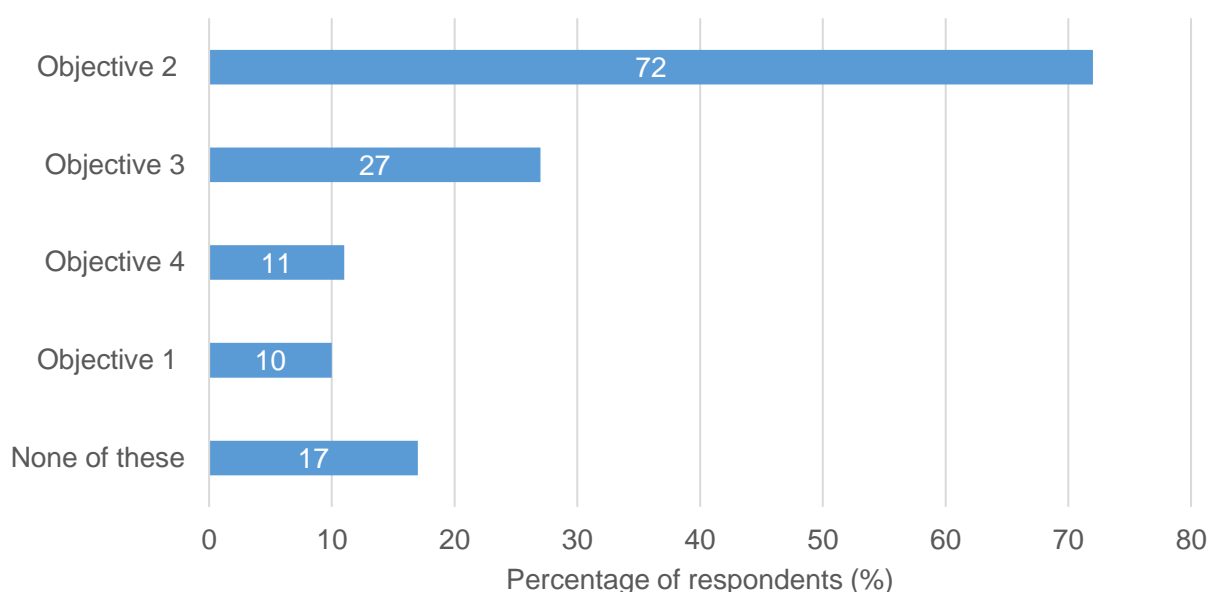
Figure 18: Respondents by level of agreement of the strategic objectives



Base: 864

Respondents who selected 'strongly disagree' or 'disagree' were then asked to pick which objectives they disagreed with. They were able to select all that they disagreed with, as well as a 'none of these' option. Respondents were then able to explain why they thought the objectives they picked were not the right ones. Figure 19 on the following page shows that overwhelmingly the majority of respondents in this cohort disagreed with Objective 2 'Prioritising walking and cycling' (72%). Objective 3 'Transforming public transport' was selected by the next largest proportion of respondents, with just over a quarter choosing it as the objective they most disagree with.

Figure 19: Respondents level of disagreement with each objective



Base: 154

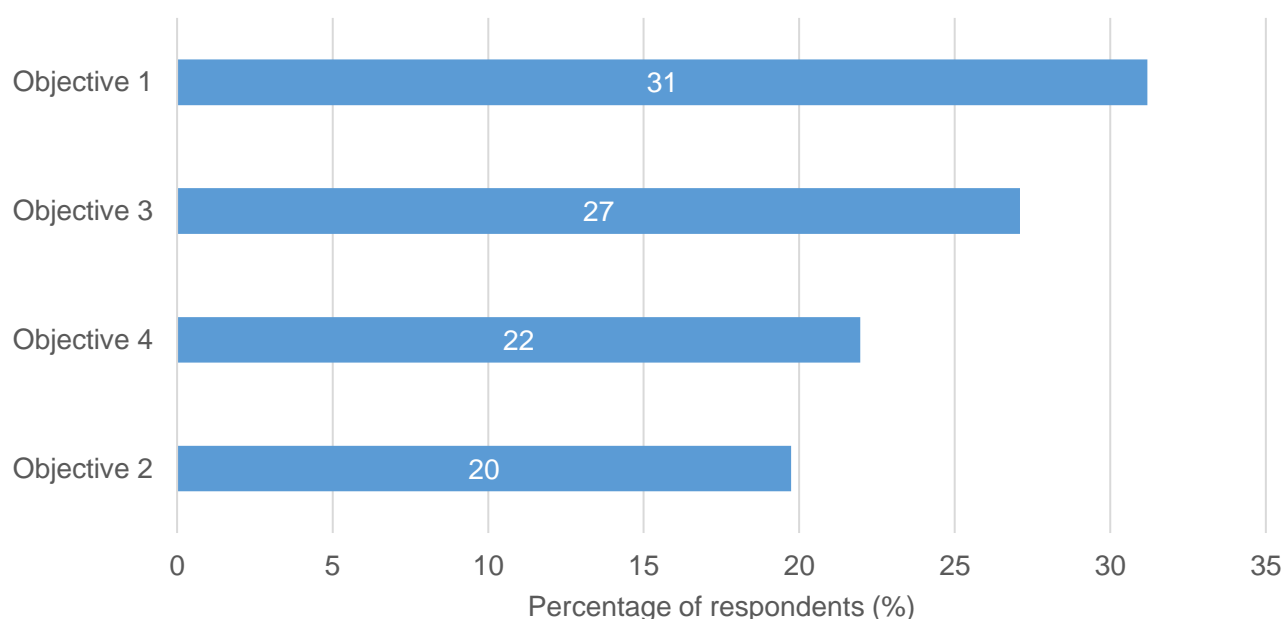
Table 6 shows the common reasons that respondents gave for disagreeing with each objective. For Objective 2, respondents disagreed because they feel walking and cycling should not be a priority as it is not a practical option for most in the city, and because of the safety concerns around cycling and walking particularly in the winter months.

Table 6: Common reasons why respondents disagree with objectives

Objective	Reasons	Base
Objective 1 - Delivering cleaner air	<ul style="list-style-type: none"> Some residents need their cars Air is already clean It cannot be achieved 	11
Objective 2 - Prioritising walking and cycling	<ul style="list-style-type: none"> This should not be a priority Not practical for most Safety concerns 	99
Objective 3 - Transforming public transport	<ul style="list-style-type: none"> Price of public transport Many not owned Safety concerns 	35
Objective 4 - Supporting businesses and protecting our assets	<ul style="list-style-type: none"> Unclear what the assets are Does not go in line with Objective 2 	12

The survey then asked respondents which of the four objectives are most important to them. Figure 20 on the next page shows that respondents think all of the objectives are of fairly equal importance. However, the objective which was selected by the largest proportion of respondents was Objective 1 - Delivering cleaner air (31%). Objective 2 - Prioritising walking and cycling, was chosen by the smallest proportion of respondents with just 20% selecting it as most important. This is in line with the previous question where the largest proportion of respondents disagreed with Objective 2 and the smallest proportion disagreed with Objective 1 (see Figure 19).

Figure 20: Respondents by what objective is most important for them



Base: 856

Respondents were then asked why they rated each objective as important. Table 7 shows that respondents rated Objective 1 as most important because they want to contribute to a healthier environment and improve health in the city which will make it a better place for the upcoming generation.

Table 7: Respondents reasons for rating each objective as most important

Objective	Reasons	Base
Objective 1 - Delivering cleaner air	<ul style="list-style-type: none"> For better health in the city Protecting the younger generation For a healthier environment 	240
Objective 2- Prioritising walking and cycling	<ul style="list-style-type: none"> If it was a priority it would encourage residents to walk and cycle more Needed to protect the environment Would improve the safety for pedestrians and cyclists 	154
Objective 3 - Transforming public transport	<ul style="list-style-type: none"> Public transport is the only viable alternative It is poor at the moment Prioritising this would help to achieve all other objectives Reduced costs 	210
Objective 4 - Supporting businesses and protecting our assets	<ul style="list-style-type: none"> Important for income generation The city is defined by its assets 	159

The final question in this section asked respondents if they feel anything was missed in the objectives listed. Of the cohort who answered this question, 20% did not think there was anything missing from the objectives. Some of the main comments and suggestions of what was missing included making transport accessible for all users and also focusing on all types of transport such as e-scooters.

Respondents also mentioned that there should be more action to connect Portsmouth with neighbouring towns such as Chichester and Fareham by working with other local councils and pooling resources.

7.3 Policies

The final part of the consultation focused on the policies that sit under each objective. For each objective respondents were asked for their level of agreement to the policies and to indicate what policy they would most like to see delivered and least like to see delivered.

Objective 1 - Delivering cleaner air

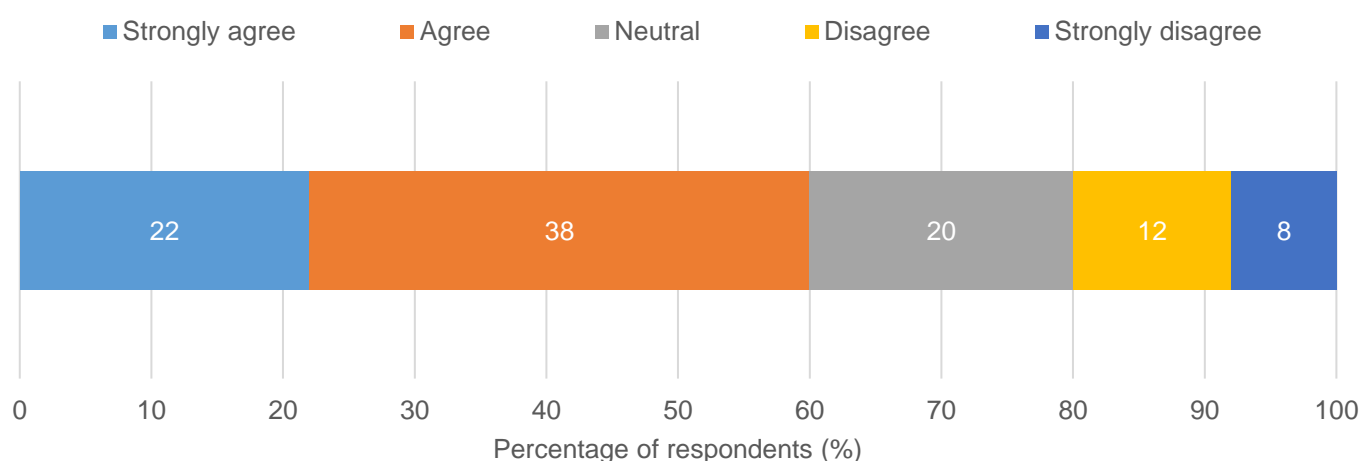
The policies of the delivering cleaner air objective are listed in Table 8 below.

Table 8: List of policies under the 'delivering cleaner air' objective

Policies
Policy 1 - Implement a government-directed city centre Clean Air Zone in 2021
Policy 2- Support infrastructure for alternative fuelled vehicles
Policy 3 - Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs
Policy 4 - Expand the Portsmouth park and ride to reduce pollution and congestion in the city centre
Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure
Policy 6 - Deliver residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport

Respondents were asked to what extent they think that these policies are the right ones. Figure 21 shows that the majority of respondents agree or strongly agree that these policies are the right ones (60%) whilst 20% disagree or strongly disagree.

Figure 21: Respondents by their answer 'to what extent do you think these policies are the right ones?'

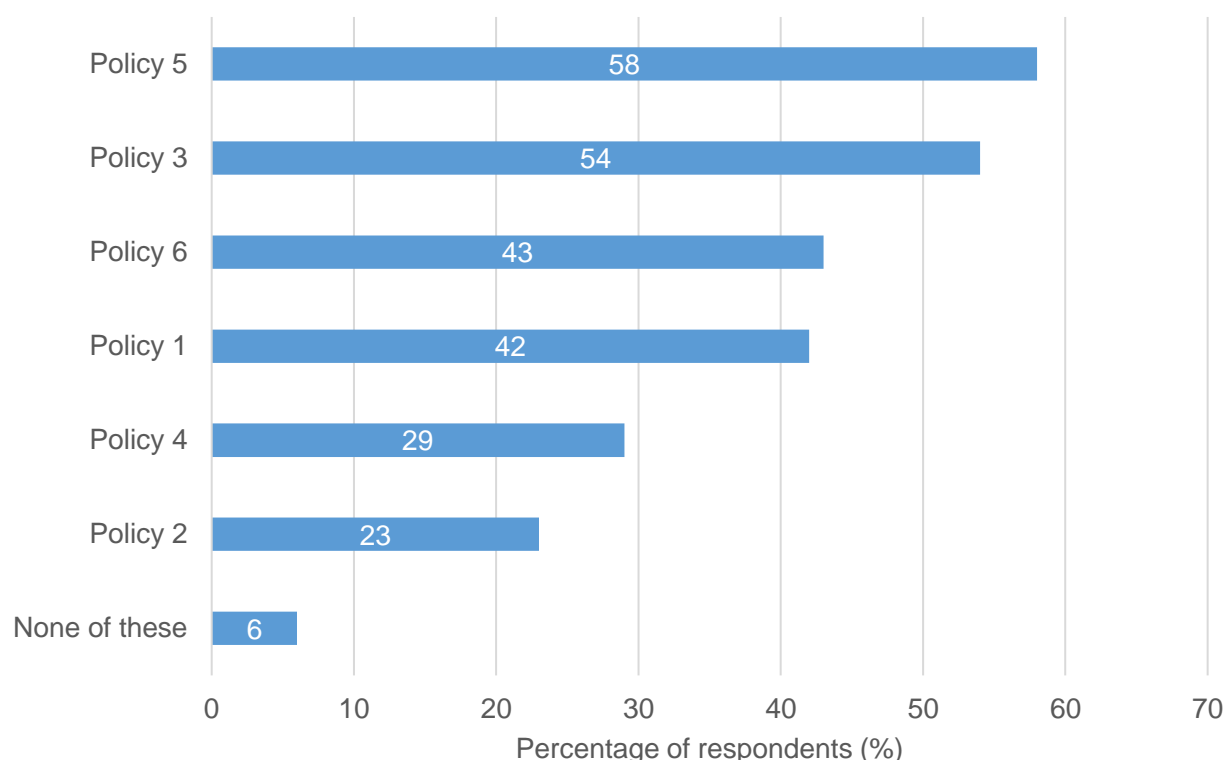


Base: 814

Respondents who selected strongly disagree or disagree were then asked to pick which policies they disagreed with. They were able to tick all that they disagreed with and also select 'none of these' and then enter why they disagree with the policies. Figure 22 on the next page shows that the majority of respondents in this cohort disagree with Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure where 58% of this cohort

disagreeing. The second most popular policy that respondents disagreed with was Policy 3 - Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs (54%).

Figure 22: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 158

Those that disagree or strongly disagree with the policies were asked for the reasons why they disagree. Table 9 shows that the most common reason given for Policy 5 was that non-residential parking restrictions would be an unfair additional cost for businesses to battle with and there were fears that it would drive business out of the city. For Policy 3 the concerns were that a residents parking permit will shift the problem to other areas of the city where there are not parking restrictions, meaning resident of other roads would struggle to park. They also mentioned for it to work it needs to be over longer periods of the day as many residents are still unable to park when restrictions are in place. Finally there were concerns over encouraging car clubs as residents feel there is an increased risk to catching Covid-19 when cars are shared, they also voiced that car clubs are not always practical when a car is needed in an emergency.

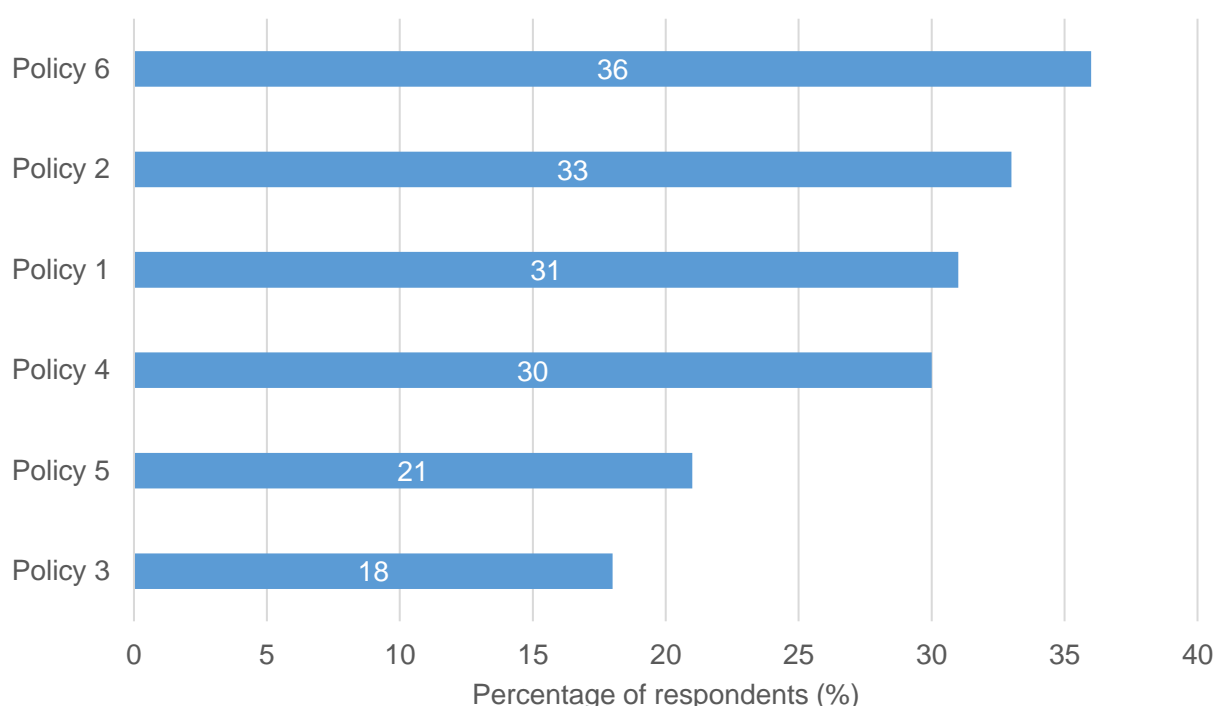
Table 9: Common themes for disagreeing with each policy

Policies	Reasons	Base
Policy 1 - Implement a government-directed city centre Clean Air Zone in 2021	<ul style="list-style-type: none"> Needs to cover the whole of the island It is unnecessary Damaging for businesses in Portsmouth 	57
Policy 2- Support infrastructure for alternative fuelled vehicles	<ul style="list-style-type: none"> Costly Electric cars are not the answer No space in Portsmouth for the amount of charging points required 	31
Policy 3 - Maintain the residents' parking permit system while	<ul style="list-style-type: none"> Shifts problems to other areas 	77

encouraging fewer, cleaner vehicles and supporting car clubs	<ul style="list-style-type: none"> • Car clubs are impracticable for some and Covid-19 concerns • Residents are still unable to park 	
Policy 4 - Expand the Portsmouth park and ride to reduce pollution and congestion in the city centre	<ul style="list-style-type: none"> • Not many people in the City already use the P&R • Only beneficially for people outside of the City • Create a park and train instead 	40
Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure	<ul style="list-style-type: none"> • Unfair additional cost for businesses • Will drive business out of the City • Motorists suffer 	79
Policy 6 - Deliver residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport	<ul style="list-style-type: none"> • Behaviour change is difficult • Not practical for some 	58

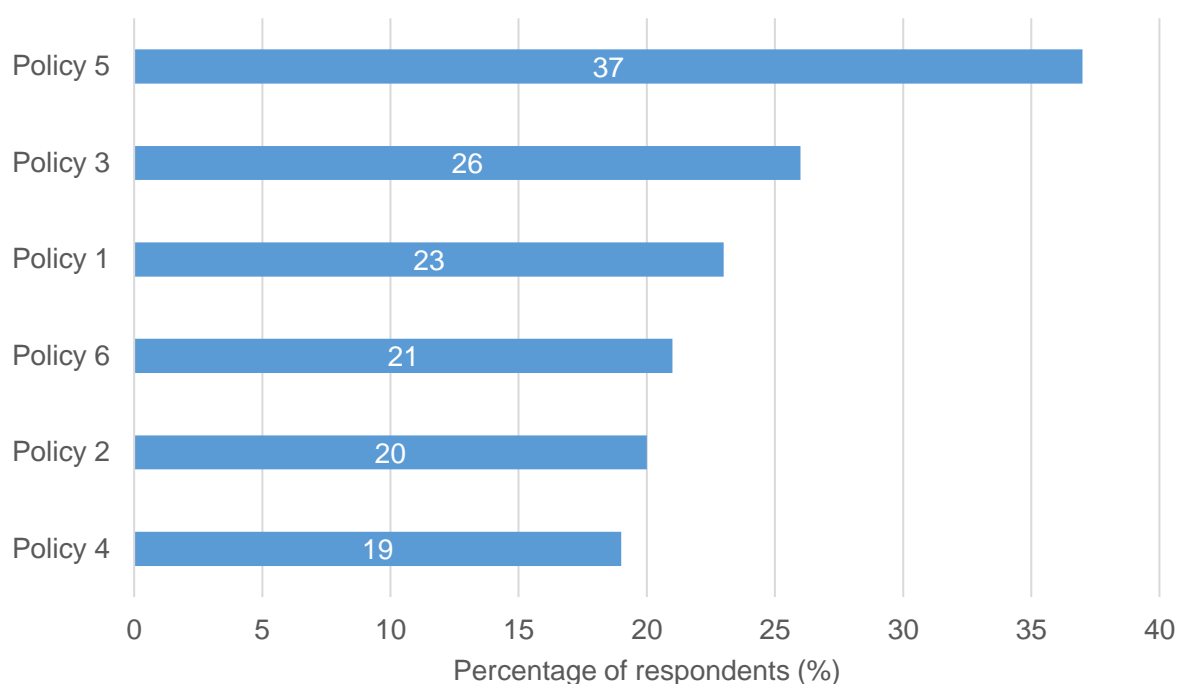
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 23 shows that respondents would most like to see Policy 6 delivered (36%) whereas they would least like to see Policy 5 delivered (37% - See Figure 24).

Figure 23: Policies in order of what respondents would most like to see delivered



Base: 800

Figure 24: Policies in order of what respondents would least like to see delivered



Base: 793

Finally respondents were asked if they felt anything was missed under the delivering cleaner air objective. 30% of respondents who answered this question did not think anything was missing under this objective. Some of the common themes mentioned of what was missing were that the **clean air zone should cover the whole island** as residents feel it will only divert traffic to residential areas of the city. Furthermore, respondents feel that more focus should be put on **reducing emissions from the port** as respondents believe this is where most of the air pollution comes from in the city and so once this is tackled it will improve air quality in the city overall. Some further suggestions for achieving this objective were to prevent students from bringing their cars to the university, and to create a new transport system which includes a tram network. Many comments mentioned that more green solutions should be found that support the needs of **less abled/disabled residents** as they feel currently all initiatives involve walking or cycling are not suited to their needs. Finally, **communication** was mentioned where residents suggested that the air quality figures for Portsmouth should be made public and actively communicated so that residents have a target to aim for and to create a **sense of city pride** in helping to reduce pollution in Portsmouth.

Objective 2 - Prioritising walking and cycling

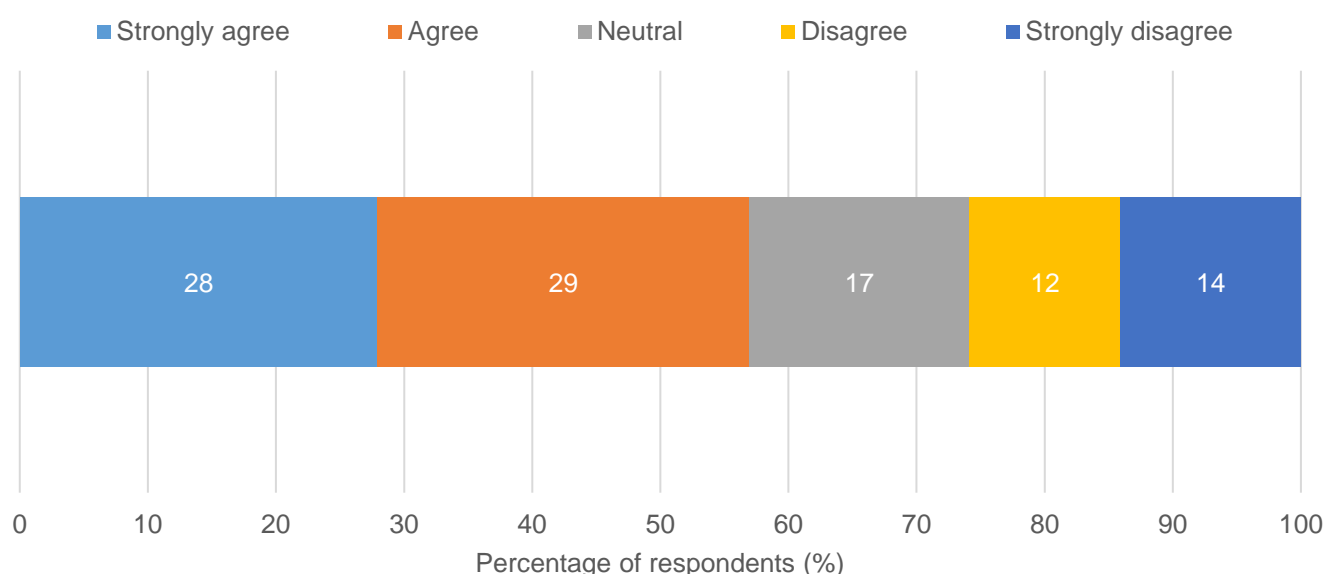
The policies of the prioritising walking and cycling objective are listed in Table 10 below.

Table 10: List of policies under the 'prioritising walking and cycling' objective

Policies
Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities
Policy 8 - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.
Policy 9 - Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.
Policy 10 - Deliver innovations in micro-mobility to promote travel choices and active travel options

Respondents were asked to what extent they think that these policies are the right ones. Figure 25 shows that the majority of respondents agree or strongly agree that these policies are the right ones (57%). In comparison just over a quarter of respondents strongly disagree or disagree with these policies (26%).

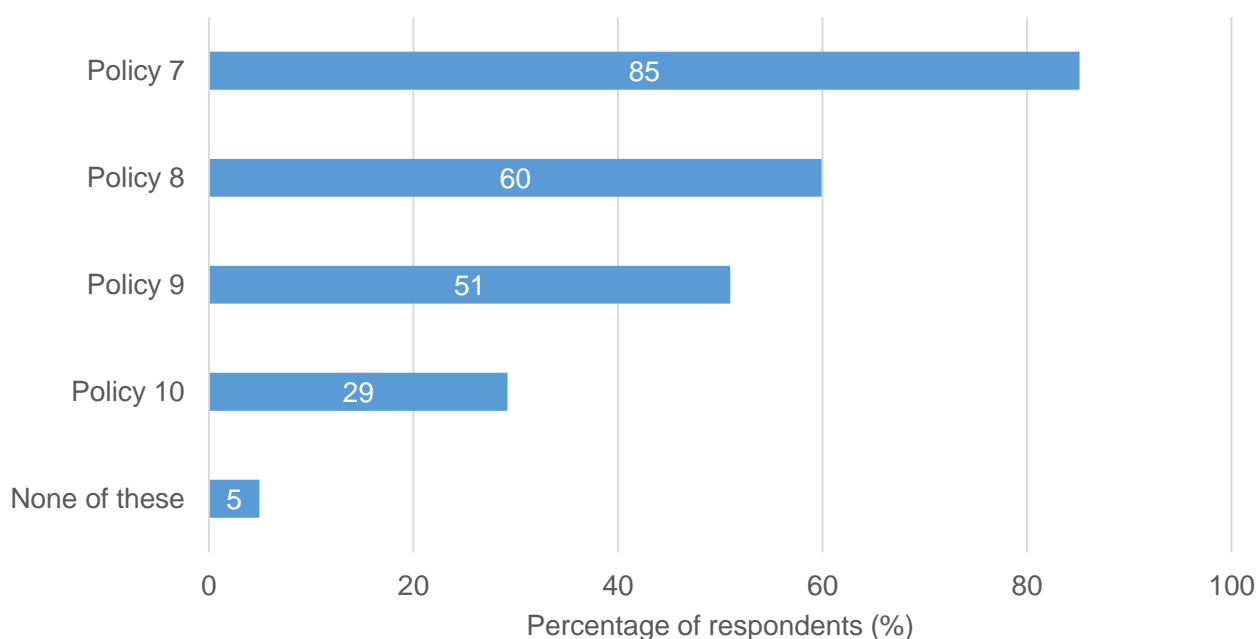
Figure 25: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 773

Respondents who selected that they disagreed or strongly disagreed that these policies are the right ones, were asked a follow up question of 'which of the policies do you disagree with'. They were able to select all of the policies they disagreed with, and/or 'none of these' and suggest another policy that they feel should be included. Figure 26 on the next page shows that most respondents disagreed with Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities (85%).

Figure 26: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 202

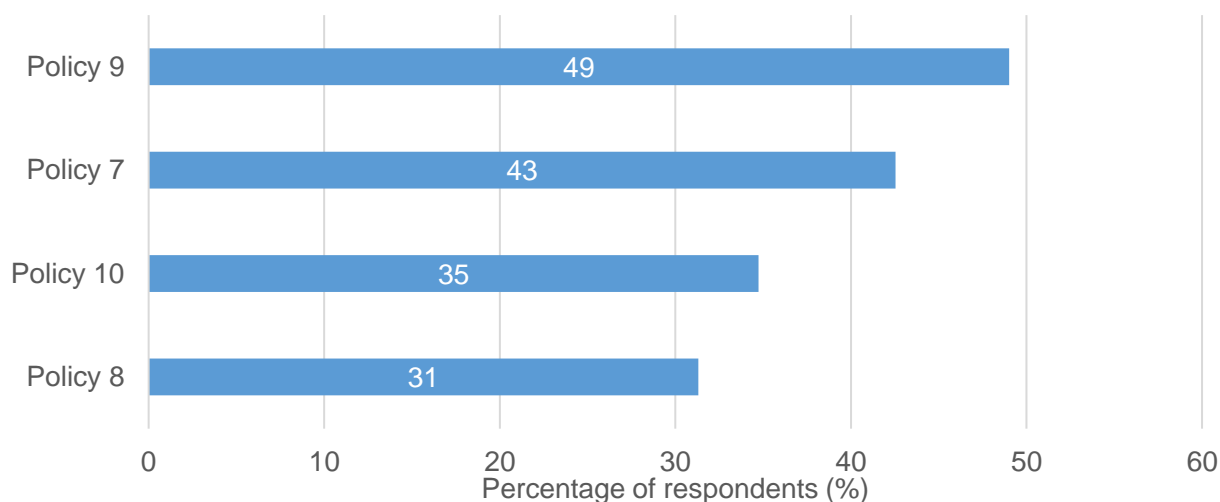
Those that disagreed or strongly disagreed were asked for the reasons why they disagree with each policy. Table 11 shows the most common reasons given. For Policy 7 the most common reason for disagreeing is that Portsmouth roads are already narrow and so by reallocating more road space to cyclists and walkers, there may be a build-up of congestion as motorists slow down for cyclists if sharing the space. Furthermore, many respondents believe that cyclists should pay towards the development of further cycle lanes similar to how motorists pay road tax as they feel it is unfair for motorists to pay for something they may never use.

Table 11: Reasons for disagreeing with each policy

Policies	Reasons	Base
Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities	<ul style="list-style-type: none"> Roads in Portsmouth are already narrow Increase congestion Cycle lanes are barely used Cyclists should pay something towards this 	145
Policy 8 - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.	<ul style="list-style-type: none"> Will move problem to other areas Increase congestion Just for income generation 	97
Policy 9 - Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.	<ul style="list-style-type: none"> Damaging for business Needs frequent, cheap bus service to support 	85
Policy 10 - Deliver innovations in micro-mobility to promote travel choices and active travel options	<ul style="list-style-type: none"> Many respondents do not understand what this policy means E-scooters create safety concerns for other road users 	45

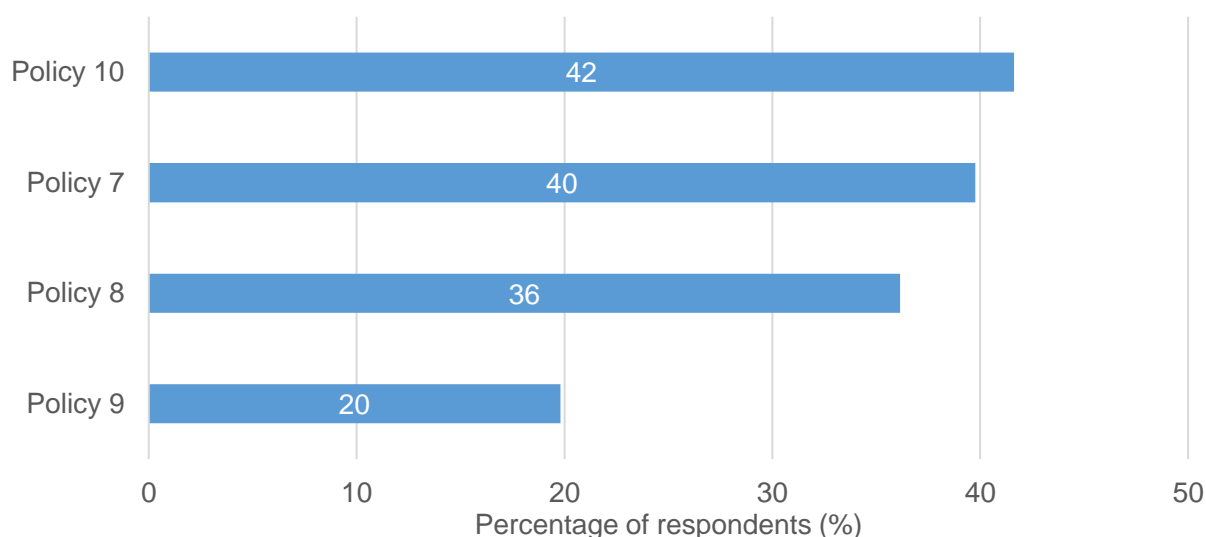
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 27 shows that respondents would most like to see Policy 9 delivered (49%) and closely followed by Policy 7 with 43% of respondents choosing this as the policy they would most like to see delivered. Conversely, respondents would least like to see Policy 10 delivered (42% - see Figure 28) followed closely by Policy 7 (40%). Figure 28 shows that Policy 9 was also chosen by the smallest proportion of respondents for what they would least like to see delivered which confirms it is the policy respondents feel most strongly about and think should be delivered.

Figure 27: Policies in order of what respondents would most like to see delivered



Base: 757

Figure 28: Policies in order of what respondents would least like to see delivered



Base: 793

Finally respondents were asked if they felt anything was missed under the prioritising walking and cycling objective. 29% of the people who answered this question did not think anything was missing.

Some of the common themes mentioned by respondents who did think something was missing were that efforts should be made to better connect active travel with public transport so that it is easier to travel into and around Portsmouth by various methods. There were also calls for more enforcement for mopeds and e-scooters such as compulsory driving tests and penalties for any illegal driving.

Objective 3 - Transforming public transport

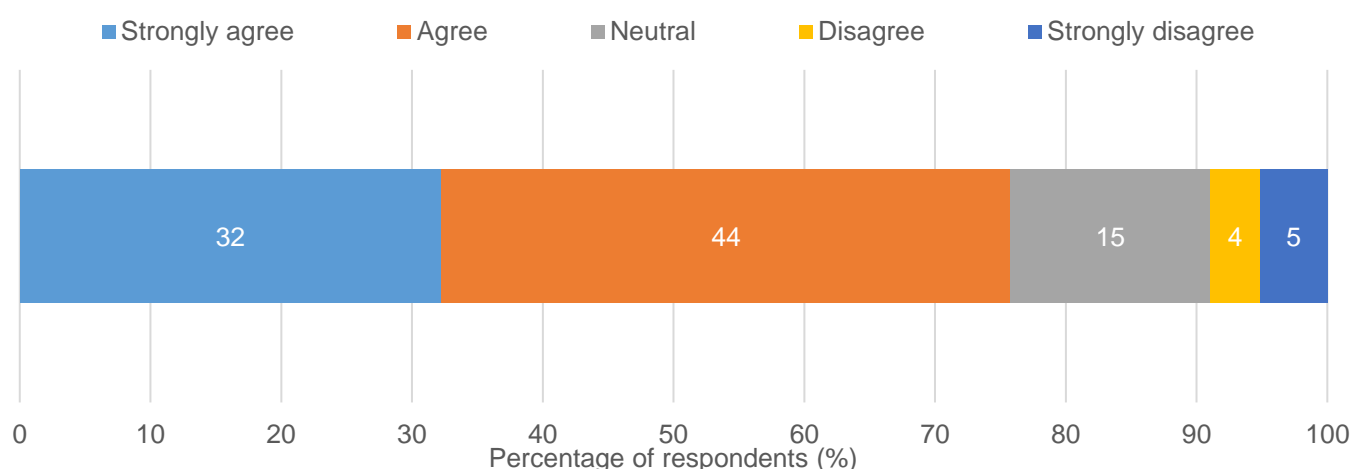
The policies of the transforming public transport objective are listed in Table 12 below.

Table 12: List of policies under the 'transforming public transport' objective

Policies
Policy 11 - Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth
Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services
Policy 13 - Deliver high quality transport interchanges, stations and stops
Policy 14 - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity

Respondents were asked to what extent they think that these policies are the right ones. Figure 29 shows that the majority of respondents agree or strongly agree that these policies are the right ones (76%). In comparison only 9% of respondents disagree or strongly disagree. This objective has received some of the highest levels of agreement for its policies.

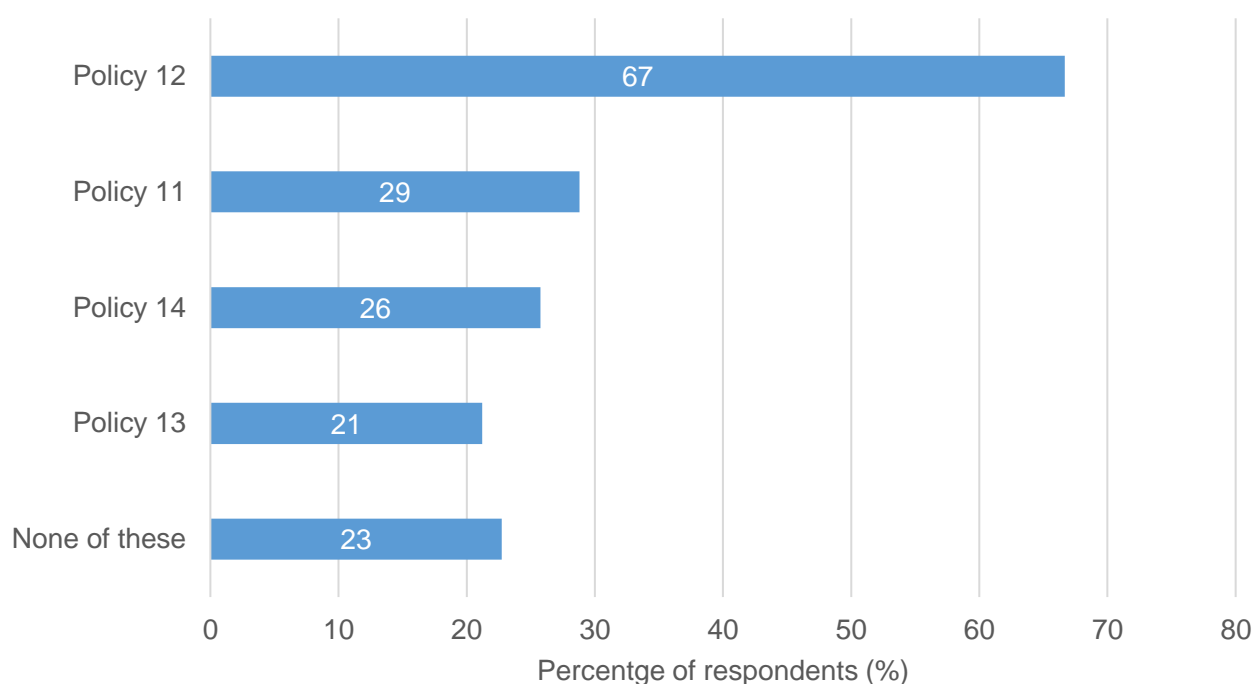
Figure 29: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 735

Respondents who selected that they disagreed or strongly disagreed that these policies are the right ones, were asked a follow up question of 'which of the policies do you disagree with?' and were able to select all the policies they disagreed with and/or 'none of these' and suggest another policy that they feel should be included. Figure 30 on the next page shows that the largest proportion of respondents disagreed with Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services (67%).

Figure 30: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 66

Those respondents that disagreed or strongly disagreed were asked for the reasons why they disagree with each policy. Table 13 shows the most common reasons given. For Policy 12 the most common reason for disagreeing is that respondents feel car ownership in Portsmouth needs to be reduced first before public transport services are increased as it will cause more congestion in the city. Many respondents suggested charging residents with more than one car as a way to combat this. Furthermore, respondents suggested that for local buses to be a viable alternative to their cars, they need to be more affordable than they are currently as otherwise they will not see it as an option so it would be irrelevant if they were improved.

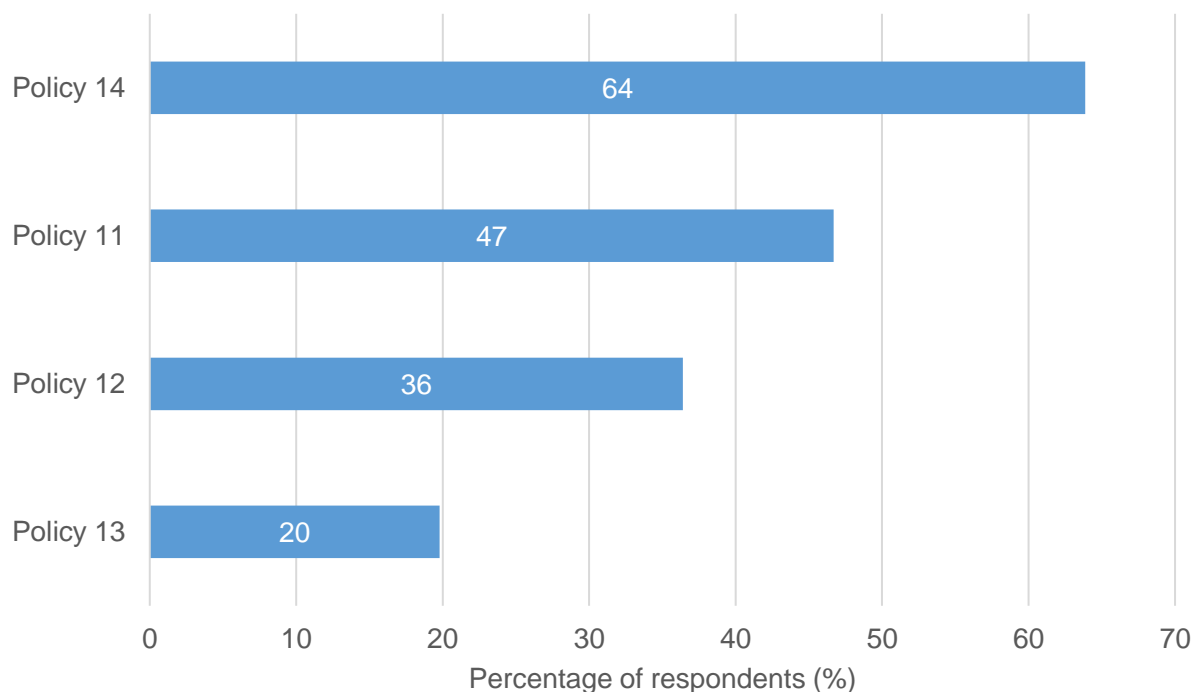
Table 13: Reasons why respondents disagree with each policy

Policies	Reasons	Base
Policy 11 - Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth	<ul style="list-style-type: none"> This has been proposed before and did not work Requires a lot of resources 	16
Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services	<ul style="list-style-type: none"> Needs to be affordable Car ownership has to be reduced first 	41
Policy 13 - Deliver high quality transport interchanges, stations and stops	<ul style="list-style-type: none"> There is already enough 	13
Policy 14 - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity	<ul style="list-style-type: none"> Needs to be affordable 	15

Draft Fourth Local Transport Plan (LTP4) Consultation

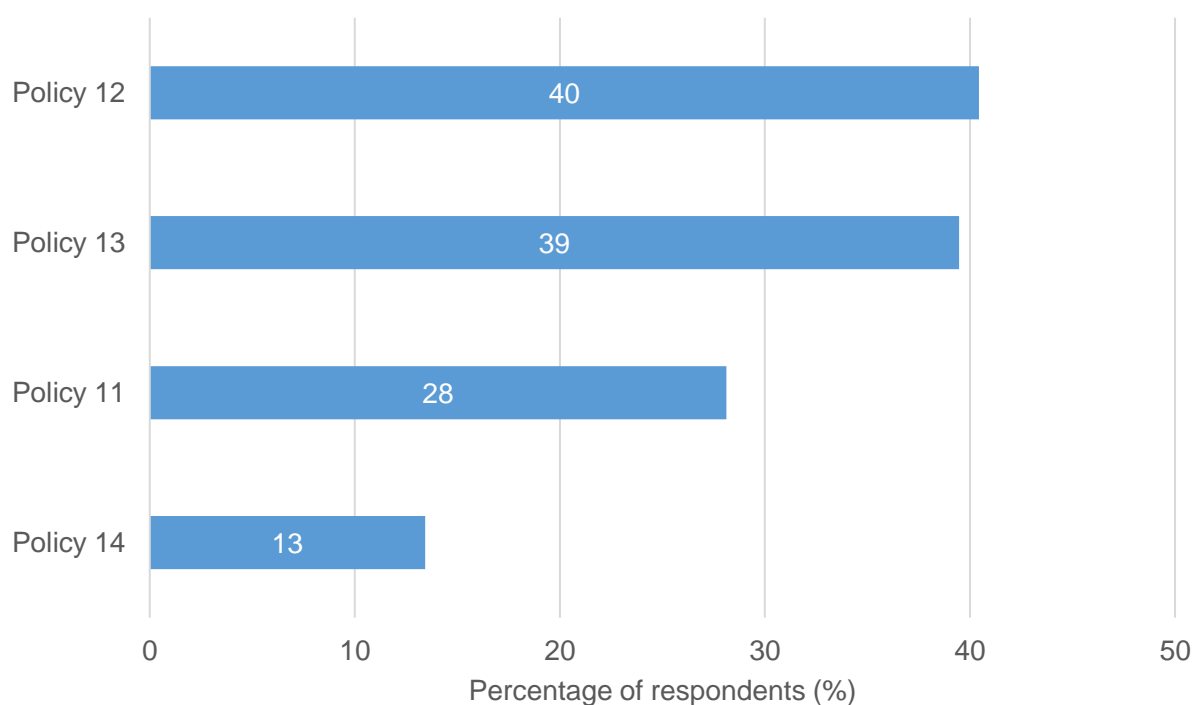
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 31 shows that respondents would most like to see Policy 14 delivered (64%) whereas they would least like to see Policy 12 delivered (40% - see Figure 32).

Figure 31: Policies in order of what respondents would most like to see delivered



Base: 728

Figure 32: Policies in order of what respondents would least like to see delivered



Base: 722

Finally respondents were asked if they felt anything was missed under the transforming public transport objective. 32% of respondents who answered this question did not think anything was missing.

One of the most common suggestions of what was missing under the transforming public transport objective was that more needs to be done to **make public transport affordable**. Although there is a policy that touches on affordability included under this objective, many respondents wanted to see a significant reduction in prices before they will be encouraged to use public transport more. Suggestions for making public transport more affordable were to introduce an 'oyster card system' or an unlimited travel pass which can be used across all transport providers, as many times during the day and across all types of public transport in the city. Further suggestions were to offer subsidised fares for more cohorts such as school students and over 50's.

Another point that many respondents felt was missing under this objective was a policy that focused on **reducing emissions of public transport** and making public transport **greener/cleaner**. Respondents gave suggestions of how this could be achieved such as to stop the use of diesel buses, reducing the size of buses, enforcing taxi firms to use electric cars, re-introducing a tram/monorail service and to better integrate the public transport network with cycling and walking networks so individuals can complete part of their journey through active travel.

Additionally, respondents mentioned that there should be more consideration of how **public water transport links** can be used to create faster public transport and lessen road traffic. In particular some respondents highlighted the sea could be used for faster transport links between Southampton, London and Portsmouth.

Objective 4 - Supporting business and protecting assets

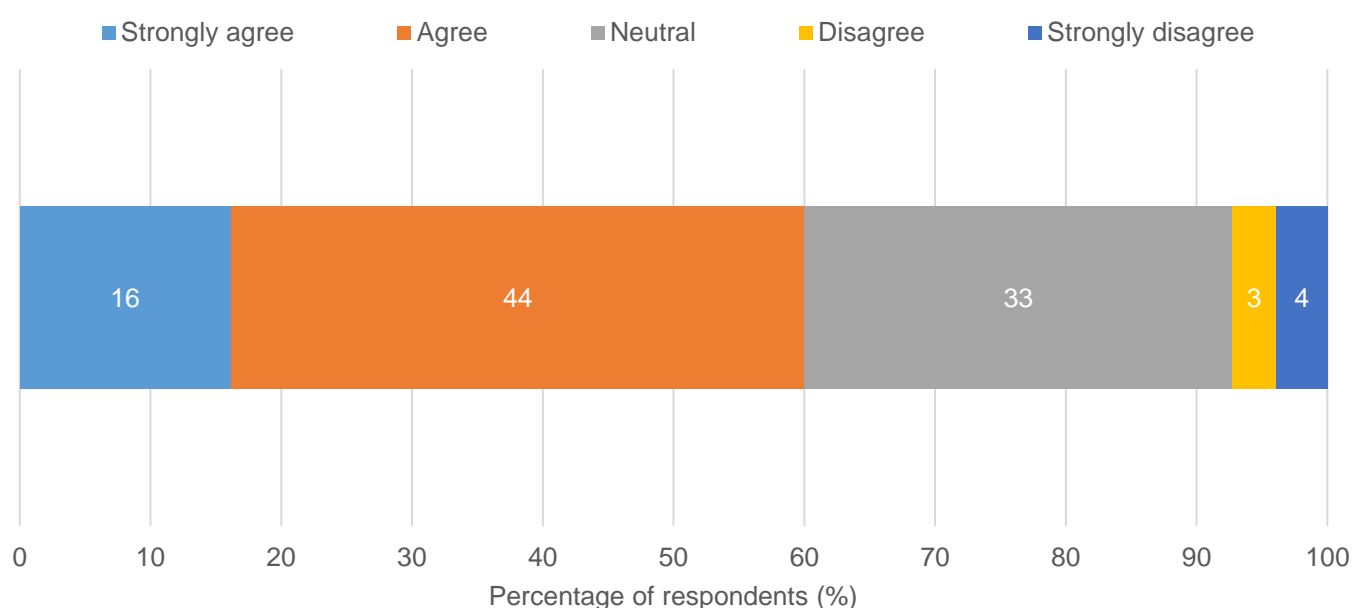
The policies of the supporting business and protecting assets objectives are listed in Table 14 below.

Table 14: List of policies under the 'supporting business and protecting assets' objective

Policies
Policy 15 - Protect access to the ports and HM Naval Base, Portsmouth
Policy 16 - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries
Policy 17 - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents
Policy 18 - Introduce a lane rental scheme to maximise co-ordination of street works and roadworks, and review loading restrictions to minimise impacts on traffic sensitive routes during peak periods
Policy 19 - Maintain our highway infrastructure
Policy 20 - Proactively manage kerbside space to enable flexible use for essential access

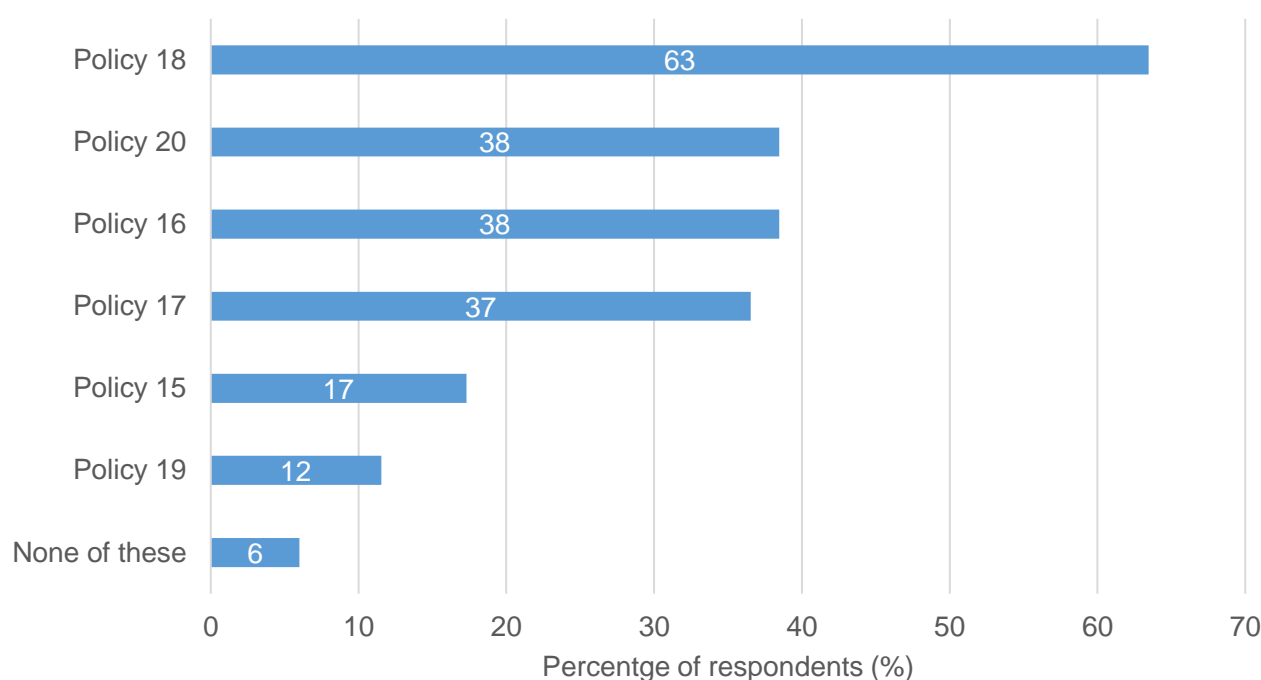
Respondents were asked to what extent they think that these policies are the right ones. Figure 33 on the next page shows that the majority of respondents agree or strongly agree that these policies are correct (60%). On the other hand 7% of respondents disagree or strongly disagree that these policies are the right ones under this objective. This is some of the lowest disagreement levels across all objectives.

Figure 33: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 713

Figure 34: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 52

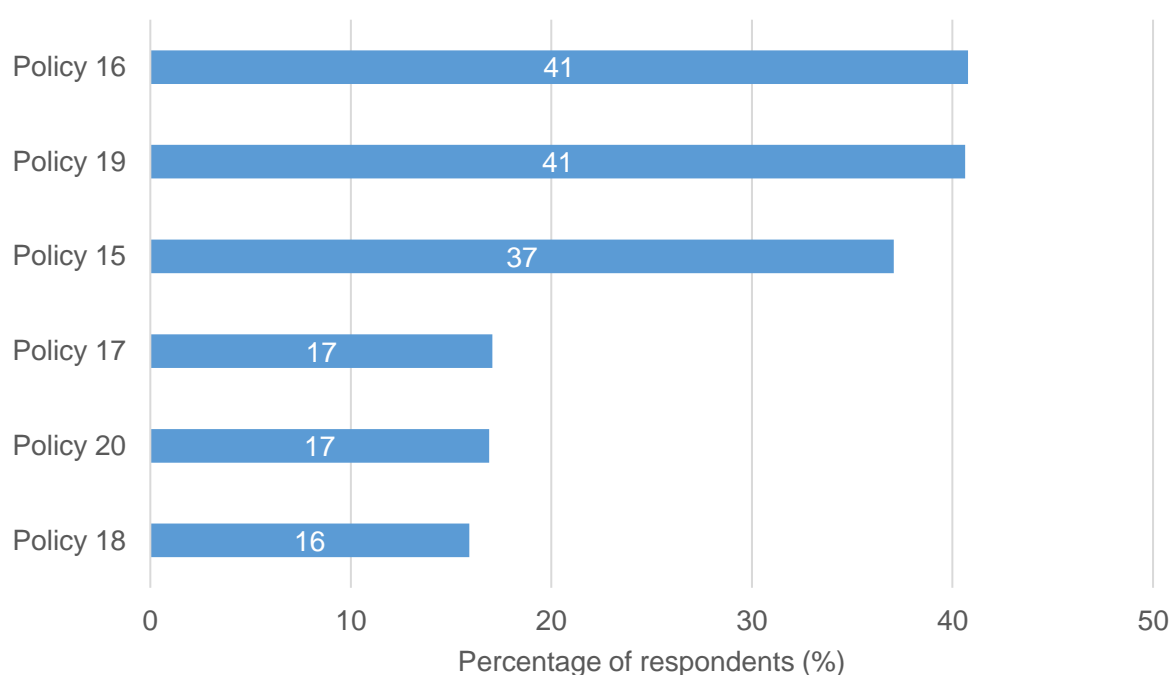
For those that disagreed or strongly disagreed they were asked for the reasons why they disagree with each policy. Table 15 on the following page shows the most common reasons given. For Policy 18 the most common reason for disagreeing is that road works need to be done as and when therefore trying to co-ordinate roadworks would not be practical. Additionally respondents feel if there are many road works going on at the same time, this would cause more congestion in this particular area.

Table 15: Reasons why respondents disagree with each policy

Policies	Reasons	Base
Policy 15 - Protect access to the ports and HM Naval Base, Portsmouth	<ul style="list-style-type: none"> Not important for a transport plan 	<10
Policy 16 - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries	<ul style="list-style-type: none"> This removes competition Costly for businesses Overall carbon footprint of last mile is not proven 	18
Policy 17 - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents	<ul style="list-style-type: none"> Unsure if there is space 	17
Policy 18 - Introduce a lane rental scheme to maximise co-ordination of street works and roadworks, and review loading restrictions to minimise impacts on traffic sensitive routes during peak periods	<ul style="list-style-type: none"> Could cause more congestion Roadworks need to be done as and when 	28
Policy 19 - Maintain our highway infrastructure	<ul style="list-style-type: none"> Pollution and congestion concerns 	<10
Policy 20 - Proactively manage kerbside space to enable flexible use for essential access	<ul style="list-style-type: none"> Not clear how this would work 	17

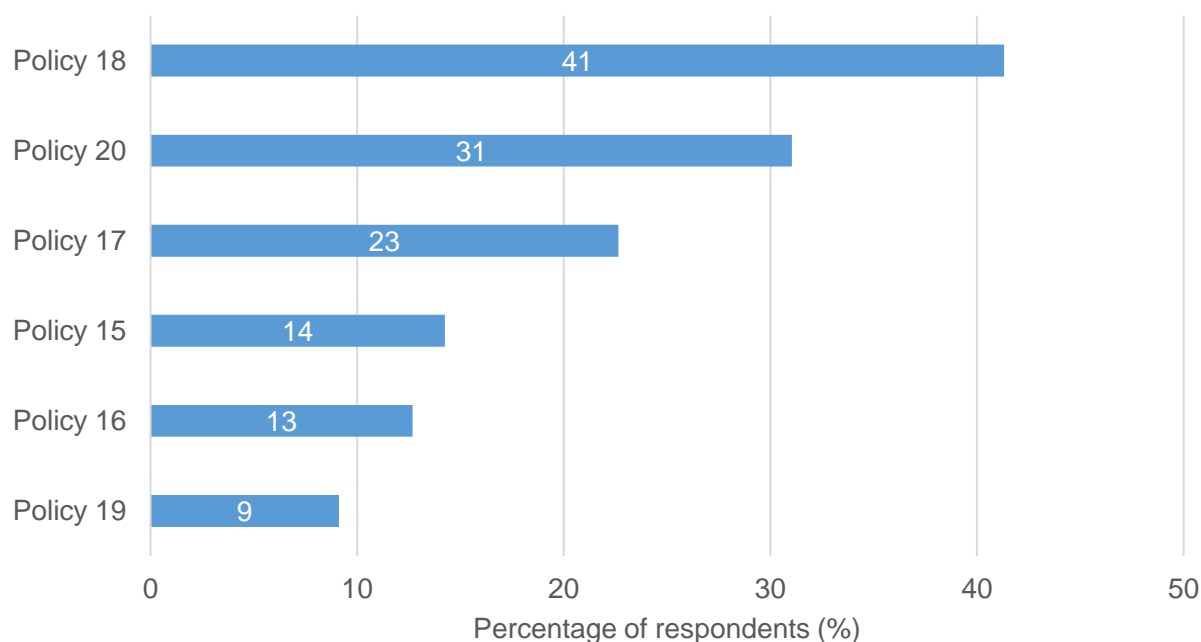
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 35 shows that respondents would most like to see Policy 16 delivered (41%) and would least like to see Policy 18 delivered (16% - See Figure 36).

Figure 35: Policies in order of what respondents would most like to see delivered



Base: 704

Figure 36: Policies in order of what respondents would least like to see delivered



Base: 702

Finally respondents were asked if they felt anything was missed under the supporting business and protecting assets objective. 45% of respondents who answered this question did not think anything was missing.

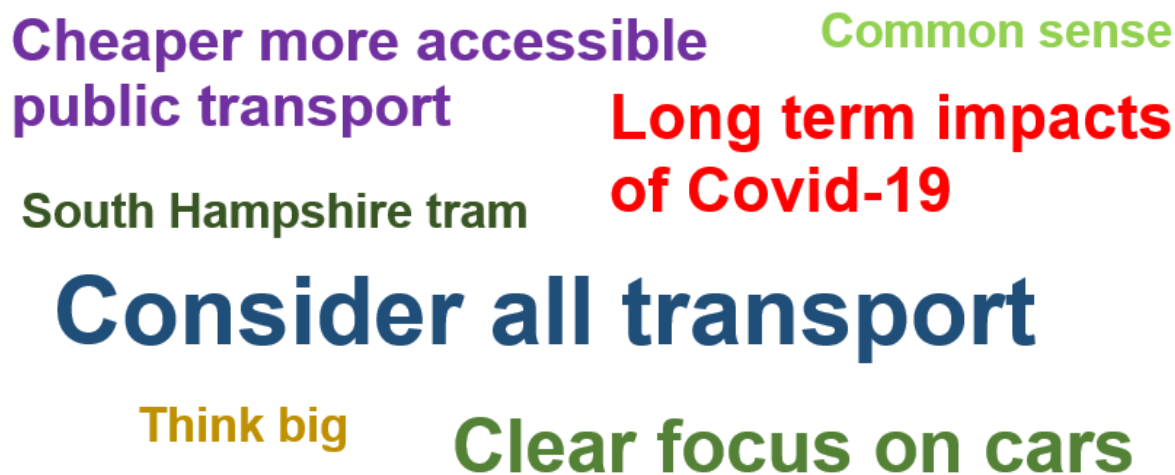
One of the most common theme of what was missing under this objective was that there should be specific mention of **supporting smaller businesses** and the local high-street shops. Some respondents felt that the current policies cater to larger companies with delivery vans and that some of the policies may not be achievable for smaller businesses. Respondents also comment that certain restrictions or charges may drive smaller businesses out of Portsmouth. Similarly, some respondents were concerned that self-employed delivery drivers (e.g. Deliveroo drivers) may not be able to afford additional charges and would need further support to purchase lower emission vehicles.

A reoccurring theme across all objectives of what is missing, is that there needs to be a policy that directly addresses **making businesses greener/cleaner**. Some suggestions of measures to implement under such a policy were to offer green incentives to businesses as early as in the planning application stages. These include rewards for using solar energy or offering a contribution towards a fleet of greener vehicles.

7.4 Further comments

At the end of the consultation participants were asked if they had any further comments regarding the draft Fourth Local Transport Plan or any other ideas about how the priorities can be addressed. Figure 37 below shows the main themes from the open-ended comments; the size of the text directly correlates with how popular the theme was (larger = more popular).

Figure 37: Word cloud showing further comments on the fourth draft Local Transport Plan



Base: 266

There were a volume of comments covering an array of themes presented in the word cloud above and these are expanded upon in more detail below.

The most common theme to emerge from the open-ended comments was that **all modes of transport** should be considered. In particular, respondents felt the focus is mostly on walking and cycling with little mention of cars, vans and e-scooters. On the other hand, many respondents called for there to be a focus on cutting down the use of cars in the city by starting with reducing car ownership per household. They felt it is implied in the strategy however, respondents would like to see a particular action that addresses this.

There were also comments that mentioned what the **long term impacts of Covid-19** might mean for the city and for this to be incorporated in the strategy. Particularly, respondents voiced that residents need to be reassured that public transport is safe to use and that the risk of getting Covid-19 has been minimised.

Moreover, respondents would like public transport to be **more accessible** in that more bus stops are added so they are nearer to people's homes but also that bus stops link to other forms of transport and facilities such as cycle routes and cycle storage, walking routes and train stations.

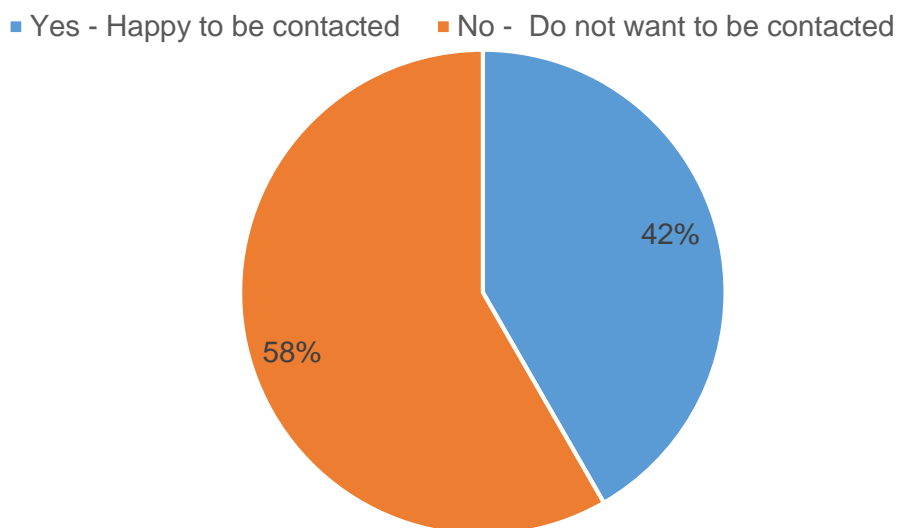
There were also several positive comments that praised the strategy for taking actions to making the city greener. Many asked for the council to **'think big'** but apply common sense when developing the strategy.

Finally, many comments called for an overall **South Hampshire tram** network that would connect Portsmouth to its neighbouring towns. There were suggestions that several local authorities could work together and pool resources to create this network.

7.5 Future communications

Figure 38 shows that the majority of people did not want to be contacted about their response (58%).

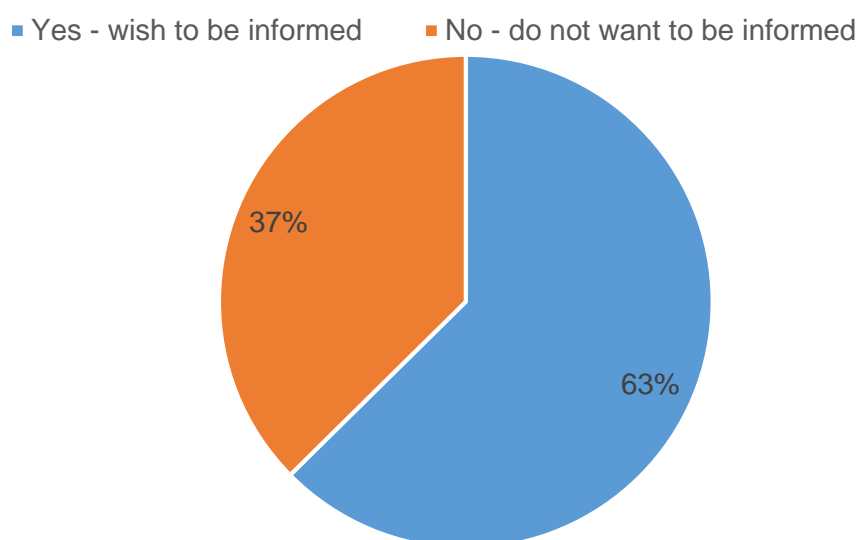
Figure 38: Respondents by their response to 'Do you wish us to contact you if we need to clarify or discuss your response?'



Base: 698

Figure 39 on the next page shows that the majority of people did want to be kept informed of the results of the consultation (63%).

Figure 39: Respondents by their response to 'Do you wish us to inform you when we publish the results of this consultation?'

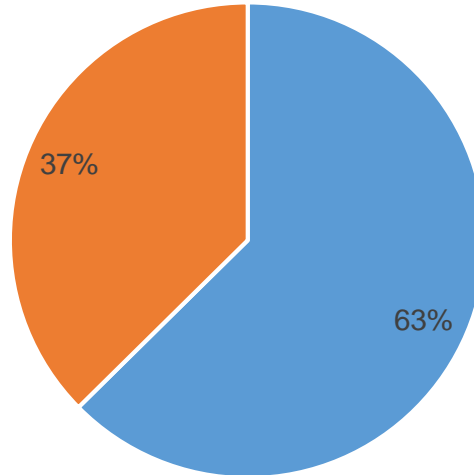


Base: 698

Figure 40 shows that the majority of respondents would like to be kept engaged in local transport plan developments such as being involved in future surveys or focus groups (63%).

Figure 40: Respondents by their response to 'Do you wish to be kept engaged in local transport developments after this initial consultation?'

■ Yes - wish to be kept engaged ■ No - do not wish to be kept engaged



Base: 698

Habitat Regulations Assessment of the Portsmouth Local Transport Plan

Portsmouth City Council

Project number: 60586784

June 2021

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
00	24/08/2020	Draft	JR	James Riley	Technical Director
01	22/09/2020	Revision in JR response to client comments		James Riley	Technical Director
02	May 2021	Revision in JR response to plan changes following Natural England comments and public consultation		James Riley	Technical Director
03	June 2021	Final changes in JR response to client comments and accessibility requirements		James Riley	Technical Director

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1. Introduction

Background to the project

- 1.1 AECOM was appointed by Portsmouth City Council (PCC) to undertake a Habitats Regulations Assessment (HRA) of the Draft Local Transport Plan 4 (hereafter referred to as the 'LTP'). The aim of this HRA is to assess whether the implementation of the LTP, assuming all initiatives in that paper are included in the final plan, will result in Likely Significant Effects (LSEs) on European sites that are located within or adjacent to Portsmouth City. LSEs are deemed to be present where the implementation of a package might prevent a European site from reaching its conservation objectives. If LSEs cannot be excluded, the HRA will investigate whether adverse effects on site integrity would occur and, if present, identify any mitigation measures that might be required to protect European sites.
- 1.2 The new draft LTP covers the years between 2021 and 2038 and is intended to play a major role in maintaining and improving the city's transport networks. It represents a targeted effort to reduce the collective dependence on private car use, which has resulted in high levels of carbon emissions, atmospheric pollution, traffic congestion and reduced levels of physical activity. The LTP sets out a clear vision of Portsmouth City by 2038 with four strategic objectives underpinning this change. It is a strategic document that is relatively broad in nature and will be supported by individual schemes taken forward to effect policies.
- 1.3 Due to its strong focus on reducing the reliance on private vehicles and its support for public and active transport modes (e.g. walking and cycling), the LTP will have many beneficial effects. This applies particularly to the impact pathway atmospheric pollution, which could reasonably be expected to experience a reduction in oxides of nitrogen and ammonia emissions from traffic, and thus in nitrogen deposition, in the city and adjacent European sites particularly from the delivery of a Clean Air Zone (which will encourage a shift from older, more polluting, vehicles to newer, less polluting, vehicles) and initiatives to promote electric vehicles which will reduce emissions generally. However, Portsmouth's unique situation as an island city means that it is surrounded by European sites. Most notably, these include the Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar and the Solent Maritime SAC. these sites are sensitive to various other impact pathways, including recreational pressure, visual and noise disturbance (during and post construction), and changes to water quality via runoff from urban surfaces. All of these impact pathways can be exacerbated by the implementation of transport plans. As such, this HRA assesses all policies in detail, evaluating whether any might result in LSEs (and adverse effects) on European sites.
- 1.4 In many cases the LTP4 does not set out specific details in relation to schemes that are to be delivered. Regarding this, the role of tiering in HRA has been carefully considered. For most if not all such initiatives the inclusion in the LTP4 will be followed by the development of a scheme or project. On these occasions the advice of Advocate-General Kokott¹ is worth considering. She commented that: *'It would ...hardly be proper to require a greater level of detail in preceding plans [rather than planning applications or individual schemes] or the abolition of multi-stage planning and approval procedures so that the assessment of implications can be concentrated on one point in the procedure. Rather, adverse effects on areas of conservation must be assessed at every relevant stage of the procedure to the extent possible on the basis of the precision of the plan. This assessment is to be updated with increasing specificity in subsequent stages of the procedure.'* This is the approach taken in the HRA.
- 1.5 Following the HRA for the LTP4, a more detailed HRA will be undertaken on each scheme and initiative identified in this report as potentially posing an impact pathway to European sites, as it is developed.

Legislation

- 1.1 The UK left the EU on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 ("the Withdrawal Act"). This established a transition period, which ended on 31

¹ Opinion of Advocate General Kokott, 9th June 2005, Case C-6/04. Commission of the European Communities v United Kingdom of Great Britain and Northern Ireland, paragraph 49 <http://curia.europa.eu/juris/document/document.jsf?docid=58359&doclang=EN>

December 2020. The Withdrawal Act retains the body of existing EU-derived law within our domestic law, meaning that the need for HRA continues to apply in the UK.

- 1.2 The need for Appropriate Assessment (Figure 1) is set out within the Conservation of Habitats and Species Regulations 2017 (as amended). The HRA process applies the 'Precautionary Principle'² to European sites. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the European site(s) in question. Plans and projects with predicted adverse impacts on European sites may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.
- 1.3 In order to ascertain whether or not site integrity will be affected, an Appropriate Assessment should be undertaken of the plan or project in question:

Figure 1: The legislative basis for Appropriate Assessment

Conservation of Habitats and Species Regulations 2017 (as amended)

The Regulations state that:

"A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... shall make an appropriate assessment of the implications for the site in view of that site's conservation objectives... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site".

- 1.4 Over time the phrase 'Habitats Regulations Assessment' (HRA) has come into wide currency to describe the overall process set out in the Habitats Directive from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an 'Appropriate Assessment'.
- 1.5 In spring 2018 the 'Sweetman' European Court of Justice ruling³ clarified that 'mitigation' (i.e. measures that are specifically introduced to avoid or reduce a harmful effect on a European site that would otherwise arise) should **not** be taken into account when forming a view on likely significant effects. Mitigation should instead only be considered at the Appropriate Assessment stage. This HRA has been cognisant of that ruling.

This Report

- 1.6 Chapter 2 of this report explains the methodology through which the HRA has been carried out. Chapter 3 details background on the relevant European sites, including their qualifying features, conservation objectives, and the potential threats and pressures to their site integrity. Chapter 4 provides scientific background on the impact pathways considered relevant to these European sites. Chapter 5 provides the in-combination scope for the HRA, detailing Local Plans, Transport Plans and other schemes that may act in-combination with the LTP. Chapter 6 provides the Likely Significant Effects (LSEs) screening table for the policies included in the LTP. Chapter 7 comprises the Appropriate Assessment of impact pathways for which LSEs could not be excluded. The main conclusions of the HRA are summarised in Chapter 8.

² The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: *"When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis".*

³ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

2. Methodology

Introduction

- 2.1 Figure 2 below outlines the stages of HRA according to current Ministry of Housing, Communities and Local Government guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the Plan until no significant adverse effects remain.

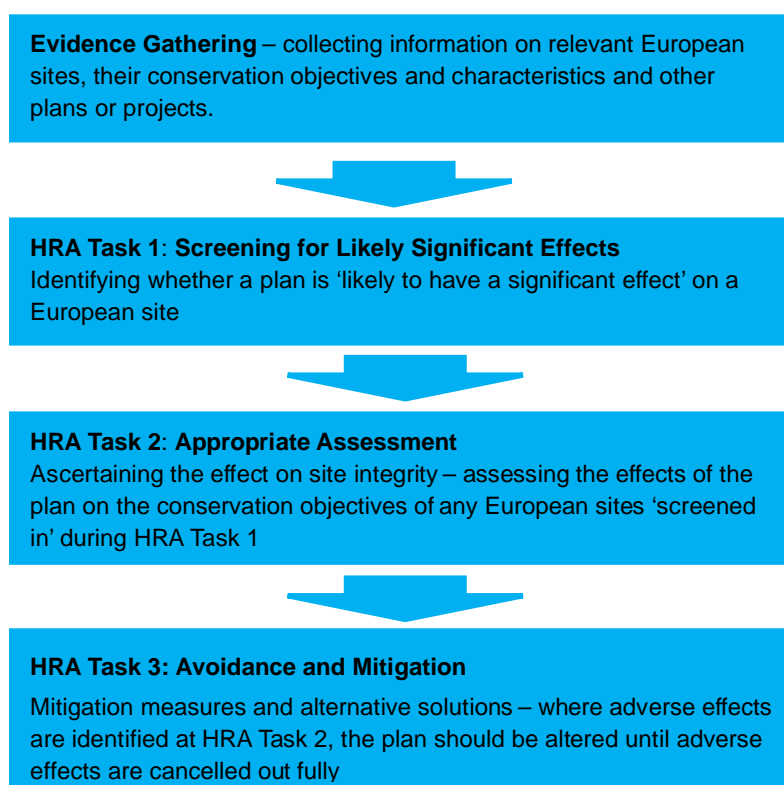


Figure 2: Four Stage Approach to Habitats Regulations Assessment. Source GOV.UK, 2019.

HRA Task 1 – Likely Significant Effects (LSE)

- 2.2 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test - essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"

- 2.3 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is undertaken in Chapter 6 of this report.

HRA Task 2 – Appropriate Assessment (AA)

- 2.4 Where it is determined that a conclusion of 'no likely significant effect' cannot be drawn, the analysis has proceeded to the next stage of HRA known as Appropriate Assessment. Case law has clarified that 'appropriate assessment' is not a technical term. In other words, there are no particular technical analyses,

or level of technical analysis, that are classified by law as belonging to appropriate assessment rather than determination of likely significant effects.

- 2.5 By virtue of the fact that it follows Screening, there is a clear implication that the analysis will be more detailed than undertaken at the Screening stage and one of the key considerations during appropriate assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the appropriate assessment would take any policies or allocations that could not be dismissed following the high-level Screening analysis and analyse the potential for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).
- 2.6 A decision by the European Court of Justice⁴ concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Likely Significant Effects or 'screening' stage of HRA. That ruling has been considered in producing this HRA.
- 2.7 Also, in 2018 the Holohan ruling⁵ was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that '*As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, ... typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area*' [emphasis added]. This has been taken into account in the HRA process.

HRA Task 3 – Avoidance and Mitigation

- 2.8 Where necessary, measures are recommended for incorporation into the document in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a proposal needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to adoption of the planning document, but the Plan must provide an adequate policy framework within which these measures can be delivered.
- 2.9 In evaluating significance, AECOM has relied on professional judgement as well as the results of previous stakeholder consultation regarding development impacts on the European sites considered within this assessment.

Confirming Other Plans and Projects That May Act 'In Combination'

- 2.10 It is a requirement of the Regulations that the impacts of any plans, schemes or projects being assessed are not considered in isolation, but in combination with other plans and projects that may also be affecting the European site(s) in question.
- 2.11 For example, in the context of a GTP, a reasonable question might be whether the transport plans or Local Plans of other nearby authorities might have an in-combination effect with the GTP being assessed. This synergistic effect may potentially lead to higher recreational pressure in European sites or encouraging higher volumes of private car travel along European sites, potentially leading to an increase in atmospheric pollution.
- 2.12 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans (which in themselves may have minor impacts) are not simply dismissed on that basis, but are evaluated for any cumulative contribution they may make to an overall Likely Significant Effect. In practice, in-combination assessment is therefore of greatest relevance when a scheme or project would otherwise be screened out, because its individual contribution is inconsequential.

⁴ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

⁵ Case C-461/17

Physical Scope of the HRA

2.13 There are no standard criteria for determining the physical scope of an HRA. Rather, the source-pathway-receptor model should be used to determine whether there is any potential impact pathway connecting development to European sites. In the case of the LTP for Portsmouth City, and based on a 15km zone of search around its boundary, it was determined at an early stage that the following European sites should be investigated:

- Portsmouth Harbour SPA / Ramsar;
- Chichester and Langstone Harbours SPA / Ramsar;
- Solent and Southampton Water SPA / Ramsar;
- Solent Maritime SAC; and
- Solent and Isle of Wight Lagoons SAC

3. European Sites

3.1 The following European sites are situated within 15km of the development area outlined in the Portsmouth Seafront Masterplan:

- Portsmouth Harbour SPA / Ramsar
- Chichester and Langstone Harbours SPA / Ramsar
- Solent and Southampton Water SPA / Ramsar
- Solent Maritime SAC
- Solent and Isle of Wight Lagoons SAC

3.2 Due to development being within the 15km screening distance, there are potential negative impacts on these sites of conservation interest. They are thus needed to be considered in more detail. The following section provides an introduction, the qualifying features, the conservation objectives and the threats / pressures to each of these European sites.

Portsmouth Harbour SPA / Ramsar

Introduction

3.3 This European site is an industrialised estuary located centrally on the south coast of England. It comprises one of the four largest expanses of mudflats and tidal creeks in southern England. These mudflats support a diverse assemblage of aquatic plants, including narrow-leaved eelgrass *Zostera angustifolia*, dwarf eelgrass *Zostera noltii* and sea lettuce *Ulva lactuca*. Portsmouth Harbour is connected to the sea via a narrow section of the Solent and only receives small quantities of freshwater (e.g. from the River Wallington), therefore possessing a unique hydrology. The site supports significant numbers of wintering dark-bellied brent geese *Branta b. bernicla*, which are known to feed extensively in surrounding agricultural areas outside the SPA boundary.

SPA Qualifying Features⁶

3.4 This site qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

Over winter:

- Dark-bellied brent goose *Branta bernicla bernicla*: 2,847 individuals representing at least 0.9% of the wintering Western Siberia / Western Europe population (5 year peak mean 1991/2 – 1995/6)
- Red-breasted merganser *Mergus serrator*: 87 individuals (non-breeding)
- Dunlin *Calidris alpina alpina*: 5,123 individuals (non-breeding)
- Black-tailed godwit *Limosa limosa islandica*: 31 individuals (non-breeding)

Ramsar Qualifying Features⁷

3.5 Portsmouth Harbour qualifies as a Ramsar site under the following criteria:

Criterion 3

The intertidal mudflat areas possess extensive beds of eelgrass *Zostera angustifolia* and *Zostera noltii* which support the grazing dark-bellied brent geese populations. The mud-snail *Hydrobia ulvae* is found at extremely high densities, which helps to support the wading bird interest of the site. Common cord-grass *Spartina anglica* dominates large areas of the saltmarsh and there are also extensive areas of green algae

⁶ Available at: <http://jncc.defra.gov.uk/default.aspx?page=2036> [Accessed on the 02/07/2020]

⁷ Available at: <http://jncc.defra.gov.uk/default.aspx?page=2036> [Accessed on the 02/07/2020]

Enteromorpha spp. and sea lettuce *Ulva lactuca*. More locally the saltmarsh is dominated by sea purslane *Halimione portulacoides* which gradates to more varied communities at the higher shore levels. The site also includes a number of saline lagoons hosting nationally important species.

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*; 2,105 individuals, representing an average of 2.1% of the GB population (5 year peak mean 1998/9 – 2002/3)

SPA Conservation Objectives⁸

- 3.6 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;
- 3.7 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;
- The extent and distribution of the habitats of the qualifying features
 - The structure and function of the habitats of the qualifying features
 - The supporting processes on which the habitats of the qualifying features rely
 - The population of each of the qualifying features, and,
 - The distribution of the qualifying features within the site.

Threats / Pressures to Site Integrity⁹

- 3.8 The following threats and pressures to the integrity of the Portsmouth Harbour SPA have been identified in the Natural England Site Improvement Plan:
- Public access / disturbance
 - Coastal squeeze
 - Fisheries: Commercial marine and estuarine
 - Water pollution
 - Changes in species distribution
 - Climate change
 - Change to site conditions
 - Invasive species
 - Direct land take from development
 - Biological resource use
 - Change in land management
 - Inappropriate pest control
 - Air pollution: Impact of atmospheric nitrogen deposition
 - Hydrological changes

⁸ Available at: <http://publications.naturalengland.org.uk/publication/4857883850178560> [Accessed on the 02/07/2020]

⁹ Available at: <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed on the 02/07/2020]

- Extraction: Non-living resources

Chichester and Langstone Harbours SPA / Ramsar

Introduction

- 3.9 The Chichester and Langstone Harbours SPA / Ramsar is a complex of large, sheltered estuarine basins comprising sand- and mud-flats that are exposed at low tide. The two harbours are connected via a stretch of water that separates Hayling Island from the mainland. Some tidal channels drain the basin and reach far inland. The mud-flats harbour a rich assemblage of invertebrates and algae, such as *Enteromorpha* spp. and eelgrasses *Zostera* spp. The wide range of habitats present in the Chichester and Langstone Harbours SPA / Ramsar support key animal communities. These include significant numbers of waterbirds during migration and over winter. Furthermore, the site supports important colonies of breeding terns, which are rare in southern England.

SPA Qualifying Features¹⁰

- 3.10 This site qualifies under **Article 4.1** of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

During the breeding season:

- Little tern *Sterna albifrons*; 100 pairs representing up to 4.2% of the breeding population in Great Britain (5 year mean, 1992 – 1996)
- Sandwich tern *Sterna sandvicensis*; 158 pairs representing up to 1.1% of the breeding population in Great Britain (1998)
- Common tern *Sterna hirundo*; 126 pairs (5 year mean, 2011-2015)

On passage:

- Little egret *Egretta garzetta*; 137 individuals representing up to 17.1% of the population in Great Britain (Count as at 1998)

Over winter:

- Bar-tailed godwit *Limosa lapponica*; 1,692 individuals representing up to 3.2% of the wintering population in Great Britain (5 year peak mean 1991/2 – 1995/6)
- Little egret *Egretta garzetta*; 100 individuals representing up to 20% of the wintering population in Great Britain (Count as at 1998)

- 3.11 This site qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

On passage:

- Ringed Plover *Charadrius hiaticula*; 2,471 individuals representing up to 4.9% of the Europe/Northern Africa - wintering population (5 year peak mean 1991/2 - 1995/6)

Over winter:

- Dark-bellied brent Goose *Branta bernicla bernicla*; 17,119 individuals representing up to 5.7% of the wintering Western Siberia/Western Europe population (5 year peak mean 1991/2 - 1995/6)
- Dunlin *Calidris alpina alpina*; 44,294 individuals representing up to 3.2% of the wintering Northern Siberia/Europe/Western Africa population (5 year peak mean 1991/2 - 1995/6)
- Grey Plover *Pluvialis squatarola*; 3,825 individuals representing up to 2.5% of the wintering Eastern Atlantic - wintering population (5 year peak mean 1991/2 - 1995/6)

¹⁰ Available at: <http://jncc.defra.gov.uk/default.aspx?page=2034> [Accessed on the 02/07/2020]

- Redshank *Tringa totanus*; 1,788 individuals representing up to 1.2% of the wintering Eastern Atlantic - wintering population (5 year peak mean 1991/2 - 1995/6)
- Ringed Plover *Charadrius hiaticula*, 846 individuals representing up to 1.7% of the wintering Europe/Northern Africa - wintering population (5 year peak mean 1991/2 - 1995/6)
- Common shelduck *Tadorna tadorna*; 1,096 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian wigeon *Anas Penelope*; 3,947 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian teal *Anas crecca*; 1,953 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Northern pintail *Anas acuta*; 338 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Northern shoveler *Anas clypeata*; 106 individuals wintering populations (5 year peak mean 2009/10 – 2013/14)
- Red-breasted merganser *Mergus serrator*; 366 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Sanderling *Calidris alba*; 216 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Eurasian curlew *Numenius arquata*; 3,181 individuals wintering population (5 year peak mean 2009/10 – 2013/14)
- Ruddy turnstone *Arenaria interpres*; 501 individuals wintering population (5 year peak mean 2009/10 – 2013/14)

3.12 Assemblage qualification: A wetland of international importance.

The area qualifies under **Article 4.2** of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl

Over winter, the area regularly supports 93,142 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: Wigeon *Anas penelope*, Bar-tailed Godwit *Limosa lapponica*, Dark-bellied brent Goose *Branta bernicla bernicla*, Ringed Plover *Charadrius hiaticula*, Grey Plover *Pluvialis squatarola*, Dunlin *Calidris alpina alpina*, Black-tailed Godwit *Limosa limosa islandica*, Redshank *Tringa totanus*, Little Grebe *Tachybaptus ruficollis*, Little Egret *Egretta garzetta*, Shelduck *Tadorna tadorna*, Curlew *Numenius arquata*, Teal *Anas crecca*, Pintail *Anas acuta*, Shoveler *Anas clypeata*, Red-breasted Merganser *Mergus serrator*, Oystercatcher *Haematopus ostralegus*, Lapwing *Vanellus vanellus*, Knot *Calidris canutus*, Sanderling *Calidris alba*, Cormorant *Phalacrocorax carbo*, Whimbrel *Numenius phaeopus*.

Ramsar Qualifying Features¹¹

3.13 The Chichester and Langstone Harbours qualify as a Ramsar site under the following criteria:

Criterion 1

Two large estuarine basins linked by the channel which divides Hayling Island from the main Hampshire coastline. The site includes intertidal mudflats, saltmarsh, sand and shingle spits and sand dunes.

Criterion 5

Assemblages of international importance

Species with peak counts in winter

¹¹ Available at: <http://jncc.defra.gov.uk/pdf/RIS/UK11013.pdf> [Accessed on the 02/07/2020]

76,480 waterfowl (5 year peak mean 1998/99 – 2002/03)

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in spring / autumn

- Ringed plover *Charadrius hiaticula*, Europe / Northwest Africa: 853 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9 – 2002/3)
- Black-tailed godwit *Limosa limosa islandica*, Iceland / W Europe: 906 individuals, representing an average of 2.5% of the population (5 year peak mean 1998/9 – 2002/3)
- Common redshank *Tringa totanus totanus*: 2,577 individuals, representing an average of 1% of the population (5 year peak mean 1998/9 – 2002/3)

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*: 12,987 individuals, representing an average of 6% of the population (5 year peak mean 1998/9 – 2002/3)
- Common shelduck *Tadorna tadorna*, NW Europe: 1,468 individuals, representing an average of 1.8% of the GB population (5 year peak mean 1998/9 – 2002/3)
- Grey plover *Pluvialis squatarola*, E Atlantic / W Africa – wintering: 3,043 individuals, representing an average of 1.2% of the population (5 year peak mean 1998/9 – 2002/3)
- Dunlin *Calidris alpina alpina*, W Siberia / W Europe: 33,436 individuals, representing an average of 2.5% of the population (5 year peak mean 1998/9 – 2002/3)

Species / populations identified subsequent to designation for possible future consideration under criterion 6.

Species regularly supported during the breeding season

- Little tern *Sterna albifrons albifrons*, W Europe: 130 apparently occupied nests, representing an average of 1.1% of the breeding population

SPA Conservation Objectives¹²

- 3.14 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;
- 3.15 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;
- The extent and distribution of the habitats of the qualifying features
 - The structure and function of the habitats of the qualifying features
 - The supporting processes on which the habitats of the qualifying features rely
 - The population of each of the qualifying features, and,
 - The distribution of the qualifying features within the site.

Threats / Pressures to Site Integrity¹³

- 3.16 The following threats and pressures to the integrity of the Chichester and Langstone Harbours SPA have been identified in the Natural England Site Improvement Plan:

¹² Available at: <http://publications.naturalengland.org.uk/publication/5789102905491456> [Accessed on the 02/07/2020]

¹³ Available at: <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed on the 02/07/2020]

- Public access / disturbance
- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species
- Direct land take from development
- Biological resource use
- Change in land management
- Inappropriate pest control
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Solent Maritime SAC

Introduction

- 3.17 The Solent comprises a major estuarine system on the south coast of England with four coastal plain estuaries and four bar-built estuaries. The maritime SAC is the only site that contains a cluster of physiographic sub-types of estuary. Furthermore, in contrast to all other European estuaries, the Solent has a unique hydrographic regime consisting of four tides per day.
- 3.18 The site also harbours a complex array of marine and estuarine habitats. Sediment habitats in the estuarine system include extensive estuarine flats with intertidal areas, supporting eelgrass *Zostera* spp., green algae, sand and shingle spits, and shoreline transitions. Mudflat habitats range from low or variable salinity in the upper reaches of the estuaries to fully marine mudflats in Chichester and Langstone Harbours. Unusual species in these habitats include rare sponges, communities of a polychaete *Sabellaria spinulosa* and smooth cord-grass *Spartina alterniflora*.
- 3.19 Within the Solent Maritime SAC, the second-largest aggregation of Atlantic salt meadows in south / south-west England is located. The saltmarsh is present as a large number of disjointed habitat patches. This ungrazed aquatic plant community is dominated by sea-purslane *Atriplex portulacoides*, common sea-lavender *Limonium vulgare* and thrift *Armeria maritima*. Overall, the site is less disturbed by man-made structures than other parts of the southern coast.

Qualifying Features¹⁴

- 3.20 Annex I habitats that are a primary reason for selection of this site:
- Estuaries
 - Spartina swards (*Spartinion maritimae*)
 - Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)

¹⁴ Available at: <http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUCode=UK0030059> [Accessed on the 02/07/2020]

3.21 Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site:

- Sandbanks which are slightly covered by sea water all the time
- Mudflats and sandflats not covered by sea water at low tide
- Coastal lagoons
- Annual vegetation of drift lines
- Perennial vegetation of stony banks
- *Salicornia* and other annuals colonizing mud and sand
- Shifting dunes along the shoreline with *Ammophila arenaria* ('white dunes')

3.22 Annex II species present as a qualifying feature, but not a primary reason for site selection

- Desmoulin's whorl snail *Vertigo moulinsiana*

Conservation Objectives¹⁵

3.23 With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

3.24 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

Threats / Pressures to Site Integrity¹⁶

3.25 The following threats and pressures to the integrity of the Solent Maritime SAC have been identified in the Natural England Site Improvement Plan:

- Public access / disturbance
- Coastal squeeze
- Fisheries: Commercial marine and estuarine
- Water pollution
- Changes in species distribution
- Climate change
- Change to site conditions
- Invasive species

¹⁵ Available at: <http://publications.naturalengland.org.uk/publication/4857883850178560> [Accessed on the 02/07/2020]

¹⁶ Available at: <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed on the 02/07/2020]

- Direct land take from development
- Biological resource use
- Change in land management
- Inappropriate pest control
- Air pollution: Impact of atmospheric nitrogen deposition
- Hydrological changes
- Extraction: Non-living resources

Solent and Southampton Water SPA / Ramsar

Introduction

- 3.26 The Solent and Southampton Water SPA / Ramsar covers an expansive area on the south England coast from Hurst Spit to Hill Head on the coast of Hampshire, and from Yarmouth to Whitecliff Bay along the north coast of the Isle of Wight. It is composed of several estuaries and harbours with mudflats, saltmarshes, saline lagoons, shingle beaches, reedbeds, damp woodland and grazing marsh.
- 3.27 The mudflats support beds of *Enteromorpha* spp. and *Zostera* spp., and harbour a rich assemblage of invertebrates that forms the main food source for estuarine birds. In the breeding season in summer, the site is important for seabirds such as gulls and terns. In winter the SPA holds a significant assemblage of waterfowl, including geese, ducks and waders. The brent goose *Branta bernicla bernicla* is known to feed in areas of surrounding agricultural land.

SPA Qualifying Features¹⁷

- 3.28 This site qualifies under **Article 4.1** of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive:

During the breeding season;

- Common tern *Sterna hirundo*, 267 pairs representing at least 2.2% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Little tern *Sterna albifrons*, 49 pairs representing at least 2% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Mediterranean gull *Larus melanocephalus*, 2 pairs representing at least 20% of the breeding population in Great Britain (5 year peak mean, 1994-1998)
- Roseate tern *Sterna dougallii*, 2 pairs representing at least 3.3% of the breeding population in Great Britain (5 year peak mean, 1993-1997)
- Sandwich tern *Sterna sandvicensis*, 231 pairs representing at least 1.7% of the breeding population in Great Britain (5 year peak mean, 1993-1997)

- 3.29 This site also qualifies under **Article 4.2** of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:

Over winter;

- Black-tailed godwit *Limosa limosa islandica*, 1,125 individuals representing at least 1.6% of the wintering Iceland - breeding population (5 year peak mean, 1992/3-1996/7)
- Dark-bellied brent goose *Branta bernicla bernicla*, 7,506 individuals representing at least 2.5% of the wintering Western Siberia/Western Europe population (5 year peak mean, 1992/3-1996/7)

¹⁷ Available at: <http://jncc.defra.gov.uk/default.aspx?page=2037> [Accessed on the 02/07/2020]

- Ringed plover *Charadrius hiaticula*, 552 individuals representing at least 1.1% of the wintering Europe/Northern Africa - wintering population (5 year peak mean, 1992/3-1996/7)
- Teal *Anas crecca*, 4,400 individuals representing at least 1.1% of the wintering Northwestern Europe population (5 year peak mean, 1992/3-1996/7)

Assemblage qualification: A wetland of international importance.

- 3.30 The area qualifies under **Article 4.2** of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl

Over winter, the area regularly supports 53,948 individual waterfowl (5 year peak mean 1991/2 - 1995/6) including: Gadwall *Anas strepera*, Teal *Anas crecca*, Ringed Plover *Charadrius hiaticula*, Black-tailed Godwit *Limosa limosa islandica*, Little Grebe *Tachybaptus ruficollis*, Great Crested Grebe *Podiceps cristatus*, Cormorant *Phalacrocorax carbo*, Dark-bellied brent Goose *Branta bernicla bernicla*, Wigeon *Anas penelope*, Redshank *Tringa totanus*, Pintail *Anas acuta*, Shoveler *Anas clypeata*, Red-breasted Merganser *Mergus serrator*, Grey Plover *Pluvialis squatarola*, Lapwing *Vanellus vanellus*, Dunlin *Calidris alpina alpina*, Curlew *Numenius arquata*, Shelduck *Tadorna tadorna*.

Ramsar Qualifying Features¹⁸

- 3.31 The Solent and Southampton Water qualify as a Ramsar site under the following criteria:

Criterion 1

The site is one of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow and has long periods of slack water at high and low tide. It includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.

Criterion 2

The site supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants are represented on site.

Criterion 5

Assemblages of international importance

Species with peak counts in winter

51,343 waterfowl (5 year peak mean 1998/99 – 2002/03)

Criterion 6 Species / populations occurring at levels of international importance

Qualifying species / populations (as identified at designation):

Species with peak counts in spring / autumn

- Ringed plover *Charadrius hiaticula*, Europe / Northwest Africa: 853 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9 – 2002/3)

Species with peak counts in winter

- Dark-bellied brent goose *Branta bernicla bernicla*: 12,987 individuals, representing an average of 6% of the population (5 year peak mean 1998/9 – 2002/3)
- Eurasian teal *Anas crecca*, NW Europe: 5,514 individuals, representing an average of 1.3% of the population (5 year peak mean 1998/9 – 2002/3)
- Black-tailed godwit *Limosa limosa islandica*, Iceland / W Europe: 1,240 individuals, representing an average of 3.5% of the population (5 year peak mean 1998/9 – 2002/3)

¹⁸ Available at: <http://jncc.defra.gov.uk/pdf/RIS/UK11063.pdf> [Accessed on the 02/07/2020]

Conservation Objectives¹⁹

- 3.32 With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;
- 3.33 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;
- The extent and distribution of the habitats of the qualifying features
 - The structure and function of the habitats of the qualifying features
 - The supporting processes on which the habitats of the qualifying features rely
 - The population of each of the qualifying features, and,
 - The distribution of the qualifying features within the site.

Threats / Pressure to Site Integrity²⁰

- 3.34 The following threats and pressures to the integrity of the Solent and Southampton Water SPA have been identified in the Natural England Site Improvement Plan:
- Public access / disturbance
 - Coastal squeeze
 - Fisheries: Commercial marine and estuarine
 - Water pollution
 - Changes in species distribution
 - Climate change
 - Change to site conditions
 - Invasive species
 - Direct land take from development
 - Biological resource use
 - Change in land management
 - Inappropriate pest control
 - Air pollution: Impact of atmospheric nitrogen deposition
 - Hydrological changes
 - Extraction: Non-living resources

Solent and Isle of Wight Lagoons SAC

Introduction

- 3.35 The Solent encompasses a series of coastal lagoons, including percolation, isolated and sluiced lagoons. This site includes several lagoons in the marshes near Keyhaven – Pennington, at Farlington Marshes in Chichester Harbour, at Bembridge Harbour and at Gilkicker near Gosport. These lagoons have a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle. Farlington Marshes is an isolated lagoon in marsh pasture, which is separated from the sea by a sea wall. It receives

¹⁹ Available at: <http://publications.naturalengland.org.uk/publication/6567218288525312> [Accessed on the 02/07/2020]

²⁰ Available at: <http://publications.naturalengland.org.uk/publication/4692013588938752> [Accessed on the 02/07/2020]

sea water only during spring tides. Its fauna is dominated by low-medium salinity insects. The lagoons at Bembridge Harbour lie in a depression behind the sea wall and sea water enters through percolation. Species diversity here is very high, including high densities of *N. vectensis*.

- 3.36 The habitats present in the Solent and Isle of Wight Lagoons SAC support high diversity faunal communities, including the rare foxtail stonewort *Lamprothamnium papulosum*, the scarce lagoon sand shrimp *Gammarus insensibilis* and the scarce starlet sea anemone *Nematostella vectensis*.

Qualifying Features²¹

- 3.37 Annex I habitats that are a primary reason for selection of this site:

- Coastal lagoons

Conservation Objectives²²

- 3.38 With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;

- 3.39 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats
- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely

Threats / Pressures to Site Integrity²³

- 3.40 The following threats and pressures to the integrity of the Solent and Isle of Wight Lagoons SAC have been identified in the Natural England Site Improvement Plan:

- Hydrological changes
- Inappropriate weed control
- Coastal squeeze
- Invasive species
- Air pollution: Risk of atmospheric nitrogen deposition

²¹ Available at: <http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUCODE=UK0017073> [Accessed on the 02/07/2020]

²² Available at: <http://publications.naturalengland.org.uk/publication/5646122018144256> [Accessed on the 02/07/2020]

²³ Available at: <http://publications.naturalengland.org.uk/publication/5670639268528128> [Accessed on the 02/07/2020]

4. Impact pathways

- 4.1 All European Sites described in Chapter 3 lie relatively close to Portsmouth City, the area covered by the LTP. However, three of the sites directly border Portsmouth and are therefore most likely to be affected by impact pathways relating to the plan: The Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar and the Solent Maritime SAC. Please see Figure 3 for the location of the European sites in relation to Portsmouth City.
- 4.2 Based on Natural England's Site Improvement Plans and a general assessment of the sites' ecological features, the following potential impact pathways have been identified in relation to the LTP (see Table 1):
- Water quality (surface water runoff),
 - Habitat fragmentation,
 - Loss of functionally linked habitat,
 - Atmospheric pollution,
 - Recreational pressure, and
 - Visual and noise disturbance during and post construction (e.g. traffic noise, lighting)
- 4.3 The policies are assessed for Likely Significant Effects (LSEs) on European sites in Table 2.

Table 1. Potential impact pathways linked to the LTP.

Impact pathway	Discussion
Water quality (surface water runoff)	Increased development stipulated in the LTP could lead to the loss of existing greenfield land or intensify impermeable surfaces in brownfield sites. In turn this may lead to increased surface water runoff volumes and / or velocities, resulting in altered hydrological and water quality regimes in nearby European Sites. For example, the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbour SPA / Ramsar lie directly adjacent to Portsmouth City and are sensitive to changes in water quality. Furthermore, inappropriate drainage design may lead to increased surface water runoff during and post construction.
Atmospheric pollution	An improvement in transportation infrastructure could increase the number of vehicles using the roads. Overall, this could lead to increased atmospheric pollution levels compared to a no-development scenario. Similarly, the introduction of a Clean Air Zone could reduce the number of vehicles or alter the emissions profile from older, more polluting, vehicles to newer, less polluting vehicles. Vehicle pollutants (e.g. NO _x , ammonia) may be deposited on European sites through wind currents or in soluble form in precipitation. The sensitivity of a designated site depends on its qualifying features. According to APIS, the Portsmouth Harbour SPA, the Solent & Isle of Wight Lagoons SAC and the Solent Maritime SAC generally have relatively low sensitivity to atmospheric nitrogen deposition; most of their designated habitats – or in the case of the SPA the habitats that support the birds - either have no nitrogen critical load, or have a relatively high minimum critical load of 20 kgN/ha/yr. The exceptions are the localised areas of 'perennial vegetation of stony banks' and 'shifting dunes along the shoreline with <i>Ammophila arenaria</i> ', for which Solent Maritime SAC is partly designated; these are both relatively nutrient impoverished habitats. During surveys undertaken for the Havant Local Plan air quality assessment in 2018 four small areas of perennial vegetation of stony banks were identified at the western shore of Langstone Harbour, within the Portsmouth boundary ²⁴ , one of which is adjacent to the A2030 south of Great Salterns Quay on Portsea Island; no sand dunes were identified. Some of the qualifying waterbird species of Chichester & Langstone Harbours SPA / Ramsar, notably the nesting terns, are also potentially sensitive to nitrogen deposition. Nesting terns require stony/sandy substrate in which to nest and increased nitrogen deposition can result in vegetation growth that may make the nesting locations less suitable. Guidance from the Institute of Air Quality Management and Highways England both set a potential maximum impact zone of 200m ^{25 26} from the roadside for significant air quality effects to European sites from road traffic, although the influence of roads on pollutant concentrations reduces steeply across that zone such that the greatest effect is generally within a few tens of metres of the roadside. In addition, the Department for Transport reported in the National Travel Survey (2018) that the average trip undertaken by car is 10.6km ²⁷ . The European sites included in this HRA all lie within 10km of the LTP boundary.
Habitat fragmentation	Simply described, habitat fragmentation is the division of an expanse of habitat into smaller, individual patches that are isolated from each other by the removal of the original habitat ²⁸ . The European sites surrounding the Portsmouth City peninsula are located in a highly urbanised setting. The main in which LTPs may result in increased habitat fragmentation would be by decreasing the connectivity of European sites, such as by developing new major roads or impacting flightlines of SPA / Ramsar birds. Such activities may result in habitat fragmentation and ultimately the way in which qualifying species use European sites.

²⁴ See the maps on page 94 of the Air Quality Habitats Regulations Assessment for Havant Borough Local Plan 2036 (2019) available at:

<https://www.havant.gov.uk/sites/default/files/documents/Air%20Quality%20Habitat%20Regulations%20Assessment.pdf>

²⁵ GOV.UK (2019). Transport analysis guidance. Transport analysis guidance (TAG) provides information on the role of transport modelling and appraisal. Available at: <https://www.gov.uk/guidance/transport-analysis-guidance-webtag#013> [Accessed on the 08/07/2020]

²⁶ GOV.UK (2016). Standards for Highways online resources. Information on the design, construction and maintenance of highways for construction professionals. Available at:

<https://www.gov.uk/guidance/standards-for-highways-online-resources> [Accessed on the 08/07/2020]

²⁷ GOV.UK (2019). Average number of trips made and distance travelled. Available at: <https://www.gov.uk/government/statistical-data-sets/nts01-average-number-of-trips-made-and-distance-travelled> [Accessed on the 08/07/2020]

²⁸ Wilcove, D.S., McLellan, C.H. and Dobson, A.P., 1986. Habitat fragmentation in the temperate zone. **Conservation Biology** 6: 237-256.

Recreational pressure Increased / improved transportation links detailed in Local Transport Plans may lead to increased visitor numbers to European Sites as access, walking and cycling, public transport and traffic are improved. The recreational pressure impacts on each European Site vary. Most sites relevant to the Portsmouth LTP (including the Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar, and the Solent and Southampton Water SPA / Ramsar) are most affected by visual and noise disturbance from recreational activities (especially dog walking) – this is due to their sensitive qualifying bird species. In contrast, the Solent Maritime SAC is more likely to be affected by specific activities such as boating, due to abrasive and mechanical damage of anchoring. European sites that are sensitive to recreational pressure are likely to be negatively impacted by increased visitation rates if there are no appropriate management mechanisms in place to protect their qualifying features.

Visual, noise and lighting disturbance (during and post construction) Development schemes can result in disturbance of qualifying SPA / Ramsar, such as birds, through several mechanisms. Noise disturbance arising from construction activities may result in behavioural changes (e.g. fleeing from the nest, cessation of foraging) in birds. The three most important factors are species sensitivity, proximity of disturbance source and timing / duration of the disturbance. The noisiest construction activity (impact piling at approx. 110 dB(A) at 1m from source) requires a distance of 100m to reduce to 70dB(A), a level that research in the Humber Estuary suggests will not be disturbing to waterfowl and waders²⁹. Disturbance can also result post-construction although substantial changes in traffic flow are generally needed for significant noise disturbance to arise from roads. For example, a 25% increase in road traffic (e.g. through a road scheme) will result in only a 1dB(A) increase at the roadside, with a 100% increase needed to result in a 3dB(A) increase³⁰ – the lowest increase in noise that is thought to be even perceivable by humans and birds. In contrast, the introduction of operational lighting of schemes into areas that are not currently lit can result in disturbance of animal species within European sites or those that rely on functionally linked habitats. At the same time, it must be noted that the Portsmouth area is already generally a brightly lit urban frontage.

Loss of functionally linked habitat While most European sites have been geographically defined to encompass the key features that are necessary for coherence of their structure and function, and the support of their qualifying features, this is not always the case. A diverse array of qualifying species including birds, bats and amphibians are not confined to the boundary of designated sites. For example, the highly mobile nature of waders and waterfowl indicates that areas of habitat of crucial importance to the maintenance of their populations are likely to lie outside the physical limits of European sites. There is now an abundance of authoritative examples of HRA cases on plans affecting bird populations, where the potential importance of functionally linked habitat is recognised³¹. The Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar, and the Solent and Southampton Water SPA / Ramsar are all designated for bird species that rely on functionally linked habitat. An important component of the evidence base for functionally linked habitat in the Solent is provided in the Solent Waders and Brent Goose Strategy (SWBGS)³², which has mapped areas of importance for Solent's SPA / Ramsar birds.

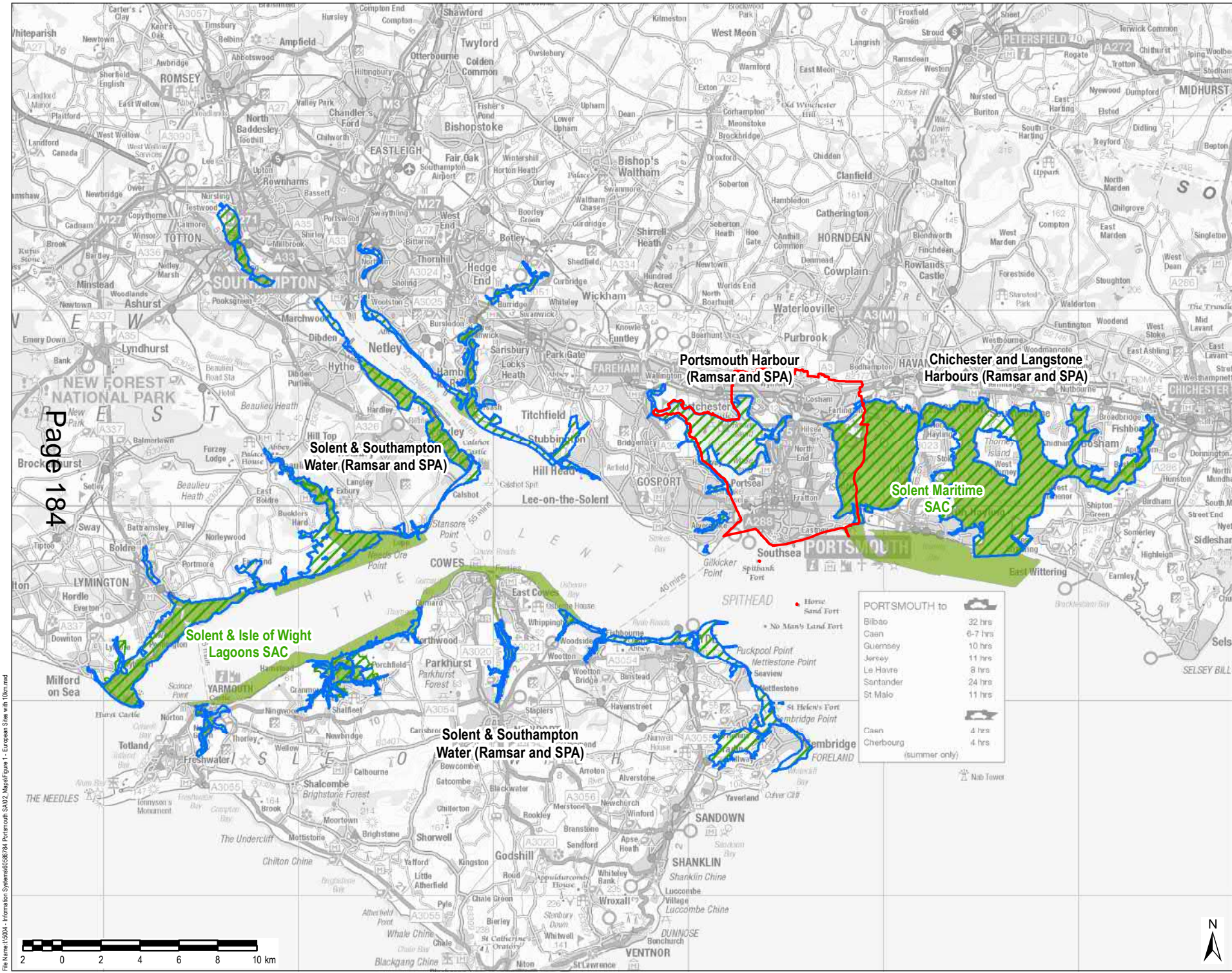
²⁹ Cutts, N., Phelps, A. and Burdon, D. (2009) Construction and waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Humber INCA, Institute of Estuarine and Coastal Studies, University of Hull

³⁰ Design Manual for Roads and Bridges. November 2011. Volume 11 (Environmental assessment), Section 3 (Environmental Assessment Techniques), Part 7 (Noise and Vibration), Page A1/3

³¹ Chapman C & Tyldesley D. 2016. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects – A review of authoritative decisions. Natural England Commissioned Reports 207: 73pp.

³² Available at: <https://solentwbgs.wordpress.com/page-2/> [Accessed on the 08/07/2020]

Figure 3: Map of the European sites in relation to the LTP area of Portsmouth City.



THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

LEGEND

- Portsmouth LTP Area
- Ramsar
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)

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Purpose of Issue
DRAFT

Client
PORTSMOUTH CITY COUNCIL

Project Title
HRA OF THE PORTSMOUTH LOCAL TRANSPORT PLAN

Drawing Title
EUROPEAN SITES WITHIN 10KM OF THE LTP AREA

Drawn CN	Checked JW	Approved DW	Date 21/09/2020
AECOM Internal Project No. 60586784		Scale @ A4 1:250,000	

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5. In-Combination Scope

- 5.1 The LTP will occur alongside the following other strategic planning documents, including other transport plans and Local Plans:
- Portsmouth new Local Plan (in progress)
 - Gosport Local Plan 2011-2029 (Gosport Borough Council)
 - Fareham Draft Local Plan 2036 (Fareham Borough Council)
 - Winchester Local Plan part 2 – Development Management and Site Allocations (Winchester City Council)
 - Havant Borough Local Plan (Havant Borough Council)
 - Solent's Transport Delivery Plan
 - Hampshire Local Transport Plan 2011-2031, including Transport Statements of Districts and Boroughs
- 5.2 While the focus of transport plans is primarily to promote sustainable modes of transport, they also include improvements to the road network that might increase the use of private vehicles. Furthermore, there is the potential that such plans may increase recreational pressure and / or affect water quality (via surface runoff), particularly in combination with other plans and projects. Therefore, the strategic planning documents of adjacent authorities also require consideration in this HRA.

6. Likely Significant Effects (LSEs) Test

- 6.1 The Likely Significant Effects (LSEs) screening assessment is presented in table format below (Table 2). Green shading in the 'Screening decision' column indicates that a package (and its schemes or projects) have been determined not to lead to LSEs on European sites due to an absence of a linking impact pathway. Orange shading indicates that an impact pathway exists, and LSEs cannot be excluded, meaning that the proposal is screened in for an in-depth Appropriate Assessment.

Table 2. Screening assessment (Likely Significant Effects) of the LTP for Portsmouth City.

Policy	European Sites in relation to screened in proposals	Summary of Policy	Screening decision
Deliver Cleaner Air			
Policy A – Implement government-directed city centre Clean Air Zone in 2021	NA	<p>Portsmouth has suffered from poor air quality for many years, For example, national standards for air quality are currently exceeded in five Air Quality Management Areas (AQMAs), clustered around road links into the city and in the city centre. Air Quality Management Areas are declared when there is an exceedance or likely exceedance of the National Air Quality Objectives. Authorities are obliged to prepare an Air Quality Action Plan setting out how they will resolve these exceedances.</p> <p>Separate to this, following a ministerial direction imposed in 2018, Portsmouth was obliged to produce a Local Air Quality Plan which set out the measures necessary to bring down NO₂ emissions to within the legal limit of 40 µg/m³ in the shortest possible time. PCC were issued with this direction as a result of DEFRA's Pollution Climate Model forecasting, which showed continued future exceedances of NO₂ concentrations in the city.</p> <p>A small area Class B Charging Clean Air Zone (CAZ) within the south west of the city is proposed, plus complementary measures. This will tackle the worst exceedances of NO₂. Older, more polluting buses, coaches, HGVs and taxi's will be charged for entry into the CAZ, whilst the complementary measures include incentives and support for affected vehicles owners and businesses to upgrade to cleaner, less polluting vehicles. Behavioural change measures will also be considered to encourage residents and commuters to adopt less polluting means of travel around the city.</p> <p>The CAZ is potentially to be adapted as a low carbon zone in the future, with the aim to contribute to Portsmouth City's goal of becoming carbon neutral by 2030.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy A sets out the implementation of a government directed city centre Clean Air Zone by 2021. This will involve charging the most polluting vehicles that enter the city centre.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, delineating a CAZ is likely to reduce traffic inflow into Portsmouth City and could improve the local air quality by causing a shift from older more polluting vehicles to newer less polluting vehicles and/or by reducing the number of vehicles on roads within 200m of European sites that approach the city centre. If the CAZ also encouraged a greater uptake of electric vehicles or other Ultra Low Emission Vehicles this would not only reduce NOx emissions but also ammonia emissions from petrol engines. This could therefore be positive for the SAC, SPAs and Ramsars.</p> <p>The infrastructure associated with a CAZ usually involves signage and automated number plate recognition cameras. As such, this policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
Policy B – Support infrastructure for alternative fuelled vehicles	NA	<p>This policy intends to enhance the infrastructure for alternatively fuelled cars, including fleet vehicles, taxis, private cars, e-scooters and electric bikes. This is to support the government's anticipated ban on the sale of diesel and petrol cars by 2035 (possibly 2032). This includes the provision of electric charging infrastructure and alternative fuels, such as hydrogen. The bus fleet is being retrofitted with cleaner technology to reduce pollution along the main bus lanes.</p> <p>Charging points will continue to be delivered as part of the On-street Residential Chargepoint Scheme. The charging point are integrated into the lamp posts, which is cost-effective and minimises obstruction. Electric vehicle (EV) charging points will also</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy B provides support for infrastructure of alternative fuelled vehicles in anticipation of the government's ban on the sale of diesel and petrol cars by 2035 at the latest. Electric vehicle charging points will be provided and taxis / private hire cars converted to zero emission vehicles.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, supporting alternatively fuelled cars will improve the local air quality, which would be positive for the SPAs / Ramsars. Alternative fuelled vehicles (i.e. electricity or hydrogen) would mean vehicles</p>

		<p>be provided in Council car parks and car parking associated with new residential development.</p> <p>Taxis and private hire vehicles will be converted into zero emission vehicles with a network of rapid charging hubs at key locations (e.g. at strategic corridors and ferry ports). Portsmouth City Council will work with partners across the Solent to trial alternative fuels (e.g. hydrogen) and to deliver the infrastructure that is required to deliver this policy.</p>	<p>with zero emissions of NOx or ammonia, both of which contribute to nitrogen and acid deposition.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment. It is noted that while some very small-scale construction would be involved (for example in modifying the lamp posts), this would be limited to the existing urban fabric and is extremely unlikely to affect the qualifying bird species of the SPAs / Ramsars.</p>
Policy C – Make parking easier through encouraging fewer vehicles and supporting shared transport modes	NA	<p>A high percentage of households in Portsmouth own one or more cars, restricting the available parking space in residential areas. Residents' Parking Zones (RPZ) have been introduced to make parking fairer. Overall, reduced parking capacity is to promote fewer vehicles and encourage use of shared transport modes.</p> <p>In RPZs the price for parking permits increases with the number of cars per household. The first vehicle permit is charged according to emissions. Electric vehicles are free and vehicles with emissions below 100g/km are charged at 50%. This should encourage residents to switch to greener cars. Furthermore, a Car Club scheme within the city will be introduced to enable access to a car for residents that do not own their own. Furthermore, other shared transport modes (e.g. e-bike, bike share and rental e-scooters) will be introduced to provide viable transport choices in place of private transport alongside the public transport offer.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy C implements Residents' Parking Zones (RPZ) to make parking fairer and to encourage a lower overall traffic volume in Portsmouth City.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, limiting the number of parking permits per household, may well cap the total number of vehicles in the city. Furthermore, free permits for electric vehicles encourage a switch from polluting to green modes of transport. Both would improve the local air quality, with positive effects on the SAC, SPAs / Ramsars.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
Policy D – Expand the Portsmouth Park and Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices	Portsmouth Harbour SPA / Ramsar	<p>The Portsmouth Park and Ride (P&R) is based at Junction 1 on the M275. Half of the traffic entering the city passes along the P&R and therefore increases its capacity (in combination with reducing parking spaces in the centre) will shift more people towards using the P&R. This is a key part of reducing pollution and congestion and delivering cleaner air. Council-owned parking sites in the city centre can be released for regeneration purposes.</p> <p>The proposal for expansion includes multi-decked parking with a capacity of 2,650 cars and a Transport Hub (cycle parking, taxi rank, bicycle rental, e-scooter hire). Importantly, the new P&R facility is intended to link up with the new cycle network (see Policy 7). More detail will be provided in the Portsmouth Parking Supplementary Planning Document.</p> <p>The enhanced P&R services are to facilitate access to the city centre as well as other attractions within the city, including the seafront, Queen Alexandra Hospital and Fratton Park. Furthermore, restrictions on access to the city centre by general traffic will be implemented.</p>	<p>Likely Significant Effects (LSEs) cannot be excluded. This policy is screened in for Appropriate Assessment.</p> <p>Policy D provides for an expansion of the Park and Ride (P&R) system at Junction 1 adjacent to the M275. This is projected to increase to a capacity of 2,650 parking spaces using a multi-storey design approach.</p> <p>At its closest point, the P&R lies only approx. 100m from the Portsmouth Harbour SPA / Ramsar. This is within the distance for which disturbance from construction is likely to be relevant, although probably only if particularly noisy activities such as piling would be required. While construction of the expanded P&R could have Likely Significant Effects (without mitigation) depending on when and how it was accomplished, the operational period is unlikely to present a disturbance problem as the area is already experiencing high traffic volume along the M275.</p> <p>Regarding atmospheric pollution, the initiative would need to be modelled when proposals are fully developed but the policy will on balance likely have a net positive effect as it will encourage people to park their cars and continue their journey using more sustainable transport modes. This will reduce nitrogen deposition in the area (and the adjacent European sites). At the same time, since the P&R is located close to the SPA air quality modelling would</p>

Policy E – Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure

NA

Around 60% of people working in Portsmouth commute by car, undertaking trips of less than 10km. One of the reasons behind this is the availability of free / cheap parking near their workplace. Attractive alternative transport modes to the car are needed and increasing the cost / reducing the availability of parking in the city centre. A Workplace Parking Levy (WPL) is a potential delivery mechanism for this policy, as has been trialled successfully in Nottingham (CO₂ levels have decreased drastically).

The potential for a WPL in Portsmouth will be investigated in consultation with businesses. The revenue from the WPL could be invested into providing more efficient transport networks and enhancing walking / cycling routes.

be needed for any application as it could result in a localised increase in atmospheric nitrogen deposition the nearest part of the SPA. That said, it has been noted already that the SPA has a relatively high critical load and a distance of 100m may be sufficient for the worst-case increase in deposition to fall outside the SPA/Ramsar boundary.

This policy will also not result in an increase in urban surfacing and recreational levels and therefore the impact pathways water quality and recreational pressure are screened out from Appropriate Assessment.

Overall, the following impact pathway requires further consideration in an AA:

- Visual and noise disturbance (during construction)
- Air quality (localised)

No Likely Significant Effects (LSEs) present. This policy is screened out. Policy E explores private non-residential parking restrictions through a Workplace Parking Levy (WPL), the revenue of which could be invested in promoting active transport modes.

While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, limiting the parking opportunities in the city centre will encourage alternative transport modes, which is likely to reduce atmospheric pollution in the aforementioned SAC and SPAs / Ramsars.

This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.

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

NA

Travel behaviour change programmes can have a significant impact on the people's travel patterns (decreases of 50% in private car usage and similar increases for alternative transport modes). Infrastructure investment combined with such behaviour change programmes is most effective.

The Council will continue to develop the My Journey programme, which provides residents with travel information, incentives and help to travel more sustainably. The infrastructure investment will complement the behaviour change programme. School travel planning will continue to be provided to educate children and their parents. Portsmouth City Council will continue to cooperate with local businesses to deliver workplace travel planning in order to promote sustainable commuting patterns.

Up to 2019/20, 1,700 Bikeability places were provided in the City pre-pandemic and numbers are expected to return to this level as the effects of the pandemic ease.

No Likely Significant Effects (LSEs) present. This policy is screened out. Policy F delivers behaviour change programmes for residents and businesses through the My Journey programme and educational activities in schools.

While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, promoting sustainable and active transport modes (e.g. walking, cycling, public transport) is likely to reduce private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the quality of life.

This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.

Prioritise walking and cycling

<p>Policy G –Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities</p>	<p>Portsmouth Harbour SPA / Ramsar and Chichester & Langstone Harbours SPA / Ramsar</p>	<p>Walking and cycling are the most efficient ways of travel in terms of energy use, carbon emissions and use of street space. The aim is to achieve active travel of up to 40% (as in Oxford and Cambridge). The low prevalence of active travel modes is partly due to the poor public realm, crossings, footways and a lack of safe cycle routes. Making streets safer and more attractive is a key part of delivering this policy.</p> <p>A draft Local Cycling and Walking Infrastructure Plan (LCWIP) has identified a network of cycling routes that connect residential areas with the city centre. To support this network, protected continuous cycleways, widened and higher quality footpaths and improved crossings will be delivered. Furthermore, improved wayfinding should encourage more people to use active travel modes.</p>	<p>Likely Significant Effects (LSEs) cannot be excluded. This policy is screened in for Appropriate Assessment.</p> <p>Policy G establishes a cohesive network of walking and cycling routes, including cycle parking facilities.</p> <p>The plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, and it is therefore concluded that the policy may increase recreational pressure in these European sites. On the other hand, improving the walking and cycling infrastructure is likely to reduce private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the quality of life.</p> <p>In some instances (for example where a new walking or cycling path facilitates access to a SPA / Ramsar that is sensitive to recreational disturbance) the LCWIP may lead to negative effects on qualifying waterfowl / waders. A high-level assessment of the path network identified in the LCWIP was therefore undertaken. All walking routes are relatively distant from the Portsmouth Harbour SPA / Ramsar (over 500m) and the Solent and Dorset Coast pSPA / pRamsar (over 323m). The walking routes lie beyond the distance at which visual disturbance is likely to arise (200-300m). The walking routes proposed in the LCWIP are concluded not to have any HRA implications.</p> <p>Instead, some of the cycling routes run within close distance to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar. Moreover, cycle routes 108, 205 and 301 traverse the Chichester and Langstone Harbours SPA / Ramsar on a bridge of the A2030 (Eastern Road). Similarly, cycling routes 405 and 503 run directly adjacent to the Portsmouth Harbour SPA / Ramsar. While the cycling routes generally run alongside existing main roads and do not develop access to previously undisturbed sections of European sites, due to their proximity to some European sites, it is recommended that this policy is screened in as a precautionary measure.</p> <p>This policy will not result in an increase in urban surfacing or construction processes and therefore the impact pathways water quality and visual and noise disturbance (during and post construction) are all screened out from Appropriate Assessment. Any construction involved is likely to be very small-scale (e.g. installing cycle parking) and within the existing urban fabric.</p> <p>Overall, the following impact pathway requires further consideration in an AA:</p> <ul style="list-style-type: none"> Recreational disturbance
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<p>Policy H – Introduce a network of low traffic neighbourhoods and School Streets that reduce through traffic in residential streets</p>	<p>NA</p>	<p>With the increase in car ownership, a portion of residential streets has been given over to parked cars and passing traffic.</p> <p>The Council will introduce Low Traffic Neighbourhoods in residential areas to limit through traffic. This will be achieved by placing planters or bollards in the carriageway. Evidence from Waltham Forest shows that this significantly decreases overall traffic volume and increases walking / cycling levels. This would lead to general traffic calming and healthier streets.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy H proposes to enforce parking controls and to introduce a network of Low Traffic Neighbourhoods through means of placing planters and / or bollards. However, these measures are targeted to prevent through traffic rather than reducing the overall amount of traffic flow.</p> <p>Overall, the policy will not result in an increase in traffic, urban surfacing, recreational levels or construction processes and therefore the impact pathways atmospheric pollution, water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
<p>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</p>	<p>NA</p>	<p>City centres must be attractive places in order to be successful, which means less moving traffic and fewer parked cars. Evidence from across the UK suggests that a better public realm and traffic management results in higher usage of active transport modes, higher levels of footfall and reduced vacancy rates.</p> <p>Priority will be given to walking, cycling and public transport modes. This approach will use similar existing approaches in Palmerston Road and Commercial Road as examples. Some parking spaces will be converted into community spaces (e.g. parklets). Notwithstanding this, the policy recognises that as an island city, a certain amount of traffic is necessary and will continue to be present.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy I reshapes the city centre by reducing the overall amount of traffic and prioritising walking, cycling and public transport access.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, prioritising walking, cycling and public transport is likely to reduce private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the quality of life.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
<p>Transform Public Transport</p> <p>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</p>	<p>NA</p>	<p>Bus use in Portsmouth is lower (7.7%) than in nearby Southampton (9.6%) and Brighton (14.7%). Providing more attractive bus services with greater reliability and enhanced journey times will encourage people to travel more sustainably. A 10% improvement in bus service reduces social deprivation by approx. 4%.</p> <p>The Council will seek to improve local bus services, particularly focussing on east-west connections. This will involve bus priority infrastructure and dynamic priority at junctions. This will be supported by improvements to stops, interchanges (Policy L), ticketing and digital integration (Policy M). Demand-responsive transport (DRT) will be trialled to facilitate commuter journeys where bus services are not available (e.g. micro-mobility modes that connect to the rapid transit system). The enhanced bus services will increase connectivity with routes identified in the LCWIP and are to be supplemented from developer contributions.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy J prioritises local bus services over other traffic to make bus journeys quicker and more reliable. This will be achieved through a reallocation of road space and giving dynamic priority to buses at junctions.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, supporting bus services will likely reduce overall private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the overall quality of life.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment. Any construction (e.g. improvements at bus interchanges) is likely to be very small-scale and restricted to the existing urban fabric.</p>

Policy K – Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth	Portsmouth Harbour SPA / Ramsar	<p>Developing a new rapid transit network (new vehicles, improved stops, easy ticketing, real-time service information) will connect the city with over 40% of the new home and 70% of the new jobs anticipated over the plan period. Where rapid transit schemes have been developed in the UK, they have resulted in high public transport usage and decreased traffic volumes (e.g. Eclipse Bus Rapid Transit between Gosport and Fareham).</p> <p>The City Council will deliver the first stages of the South East Hampshire Rapid Transit network that will connect the mainland with the city centre through Transforming Cities Fund Tranche 2. The city's main growth locations including growth at Tipner and Horsea Island, which would be linked by a new bridge. Bus priority measures will be reassessed to accommodate rapid transit systems and to result in 20% quicker journey times.</p>	<p>Likely Significant Effects (LSEs) of this policy cannot be excluded. This policy is screened in for Appropriate Assessment.</p> <p>Policy K provides for a new rapid transit network that connects the city centre with south-east Hampshire and facilitates future growth. In general, this will be positive but the policy specifically provides for a new bridge between Tipner and Horsea Island, to accommodate the part of the transit system serving these growth areas.</p> <p>The plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar. While the delivery of a rapid transit system is considered positive regarding atmospheric pollution (it will reduce private car usage and reduce air pollution levels), the new bridge between Tipner and Horsea would cut through the Portsmouth Harbour SPA / Ramsar. This would present a disturbance issue for SPA / Ramsar birds during construction (both visual and noise disturbance). The bridge would also increase the amount of urban surfacing with the potential for water runoff into the SPA / Ramsar. It is considered that the policy would not increase the level of recreational pressure in the relevant SPAs / Ramsars.</p> <p>Overall, the following impact pathway requires further consideration in an AA:</p> <ul style="list-style-type: none"> • Visual and noise disturbance (during construction) • Water quality (via surface runoff) • Habitat fragmentation • Air quality
Policy L – Deliver high quality transport interchanges, stations and stops	NA	<p>Seamless journeys across different transport modes are key to encouraging car-independent citizens. The ease of interchange and environmental quality at stops is the key driver of this. The interchanges should also be accessible to people with low mobility and offer a safe feel. First or last mile journeys need to be supported.</p> <p>Stops and interchanges along the rapid transit will be upgraded to include real-time information, enhanced lighting, places to sit, cycle parking, cycle hire docks and other first / last mile transport modes. Key transport interchanges (e.g. train stations) will be improved by providing convenient / direct crossings, safety and clear wayfinding. As part of the Future Transport Zones project, Mobility Hubs will be installed at key locations, including car clubs, cycle hire, taxi ranks, etc.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy L delivers high-quality transport interchanges, stations and stops by providing real-time information, enhanced lighting, eating opportunities, cycle parking and micro-mobility transport modes.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, enhancing public transport interchanges and facilitating sustainable travel will likely reduce overall private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the overall quality of life.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment. Any construction (e.g. enhancements at bus interchanges) are likely to be very small-scale and restricted to the existing urban fabric. Similarly, enhanced lighting at public transport interchanges is unlikely to materially increase lighting disturbance in the SPAs / Ramsars; light disturbance from other sources (e.g. ports and shipping) are considered to be much more important.</p>

Policy M – Continue to work with public transport operators to deliver integrated, efficient, affordable, attractive services promoting local and regional connectivity	NA	<p>A consistent feature of cities with high levels of public transport usage is an integrated ticketing system, which makes travelling less confusing and cheaper. The Solent Go platform (a collaboration between bus operators and Solent Transport) has improved accessibility across the Solent region. However, in Portsmouth City many short trips are still made by car. The City Vision for Portsmouth Conference showed that residents demand greater integration of transport and cheaper fares.</p> <p>Portsmouth City Council will work with operators to expand the Solent Go platform into the Portsmouth City, making it easier to use different modes of transport including rail. A Mobility as a Service (MaaS) platform will deliver daily and / or weekly caps on fares (as in London).</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy M delivers integrated and affordable public transport services locally and regionally in collaboration with public transport operators. For example, this is to include the Solent Go platform that intends to integrate public transport journeys into Portsmouth City.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Instead, providing an integrated and affordable public transport experience will encourage people to switch transport modes, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the overall quality of life.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
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Support business and protect our assets

Policy N – Protect the main road network and maintain access to the ports and HM Naval Base, Portsmouth and other key industry, business and retail sites.	Portsmouth Harbour SPA / Ramsar	<p>Portsmouth has been shaped by its Ports and the Naval Base. The Portsmouth International Port makes the city a gateway to the world with 1 million tonnes of goods and many ferry passengers entering / leaving the city every year. This sustains the livelihoods of many Portsmouth residents. Furthermore, Portsmouth is one of the three vehicle ferry routes to the Isle of Wight.</p> <p>To ensure the success of the Ports and the Naval Base the key connections from the mainland through the city (especially the M275) must operate efficiently. Commuting trips to the Ports should be achieved by public transport modes (delivered through earlier policies). Local trips should avoid the M275 wherever possible, introducing intelligent Transport Systems better managing demand and reducing access to the M275. Targeted capacity improvements will be considered where they do not create additional demand or add to congestion of the surrounding road network.</p> <p>A new traffic link to Junction 1 of the M275 could be explored to facilitate easier access to the strategic road network, reduce pressure at the Rudmore Roundabout and support delivery of strategic development sites at Tipner.</p>	<p>Likely Significant Effects (LSEs) of this policy cannot be excluded. This policy is screened in for Appropriate Assessment.</p> <p>Policy N protects the key connection routes from the mainland to the Ports and the Naval Base. This includes maintaining an efficient operation of the M275 and the use of Intelligent Transport Systems.</p> <p>Limiting the use of the M275 for essential traffic and encouraging commuting trips to be undertaken by public transport may contribute to decreased private car usage, thereby reducing atmospheric pollution in the city (and adjacent European sites) and improving the overall quality of life.</p> <p>While the policy considers targeted capacity improvements to the M275, this is conditional on not creating additional demand (thereby avoiding by definition an increase in atmospheric pollution). However, capacity improvements in close proximity to the Portsmouth Harbour SPA / Ramsar may result in visual and noise disturbance (during construction) and the potential for increases in dirty surface water runoff.</p> <p>This policy will not result in an increase in recreational levels therefore the impact pathway recreational pressure is screened out from Appropriate Assessment.</p> <p>Overall, the following impact pathway requires further consideration in an AA:</p> <ul style="list-style-type: none"> Visual and noise disturbance (during construction) Water quality (via surface runoff)
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<p>Policy O – Deliver micro and macro freight consolidation measures, supporting businesses and other organisations to consolidate their operational journeys, including the use of zero emission vehicles for last mile delivery</p>	<p>Portsmouth Harbour SPA / Ramsar and Chichester & Langstone Harbours SPA / Ramsar</p>	<p>This policy is based on the fact that one fully loaded HGV unloaded onto e-cargo bikes for last mile deliveries can replace multiple lightly loaded light vans in sensitive areas. Consolidation capacity in strategic locations across the city is required to achieve this.</p> <p>The Council will trial consolidation facilities at a range of scales to aid in reducing congestion and pollution. This could also help businesses by reducing costs of inefficient supply chains and lightly loaded vehicles. Out-of-city macro consolidation centres could help in reducing traffic flow into the city. Micro consolidation centres have to be placed locally near areas of high demand and close to the final delivery location. This solution could also involve collection points at Mobility Hubs, reducing the need to drive into the city for shopping.</p>	<p>Likely Significant Effects (LSEs) of this policy cannot be excluded. This policy is screened in for Appropriate Assessment.</p> <p>Policy O supports micro and macro freight consolidation centres in which freight is collected strategically for onward distribution.</p> <p>The plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar. Depending on whether the micro and macro consolidation centres would have to be constructed, and where they are located, this policy could result in visual and noise disturbance (during and post construction), lighting disturbance, the loss of functionally linked habitat and water quality issues. In contrast, since the policy would reduce the number of vehicle journeys, it is considered that it would have a positive effect on atmospheric pollution levels (and any nitrogen deposition in the European sites).</p> <p>Notwithstanding this, it is much more likely that existing brownfield land (e.g. industrial estates) would be used for these facilities. However, as a precautionary measure, this policy is currently screened in for Appropriate Assessment.</p> <p>Overall, the following impact pathway requires further consideration in an AA:</p> <ul style="list-style-type: none"> • Loss of functionally linked habitat • Visual and noise disturbance (during and post construction) • Water quality (via surface runoff)
<p>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</p>	<p>NA</p>	<p>Road works have a significant impact on the functionality of the road network across the UK, causing congestion. Lane rental schemes (requiring a permit to be issued prior to commencing works) have been found to be effective in other areas of the UK.</p> <p>The Council will explore a lane rental scheme that will be applied to traffic sensitive routes during peak periods to reduce congestion and improve journey time reliability. This will improve planning of street works by utility companies. It is expected this will incentivise more efficient working practices.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy P provides for a Lane Rental scheme to maximise coordination of roadworks, with the intention to reduce congestion and improve journey times.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. The Lane Rental scheme will not materially affect the number of journeys undertaken and will thus not have any impact on air quality.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
<p>Policy Q – Maintain our highway infrastructure</p>	<p>NA</p>	<p>In the last decade highway maintenance budgets have been under pressure as the grant available from the government has reduced. Notwithstanding this, the highway infrastructure needs to be well maintained to be most efficient.</p> <p>The Council will continue to work collaboratively with their highway maintenance partners in setting out robust maintenance regimes, inspection and testing procedures and an accredited Asset Management Strategy. A better maintained highway network is crucial to promoting active transport modes, such as walking and cycling.</p>	<p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy Q details a robust maintenance scheme for the highway infrastructure, including roads, cycling routes and pavements.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites.</p>

Policy R – Proactively manage kerbside space to enable flexible use for essential access	NA	<p>In the coming years more kerb space will be dedicated to improving the public realm, making it easier to walk, cycle and use public transport. This will increase the pressure on the remaining kerb side space, with businesses needing to operate efficiently and those in need for parking still being able to do so. Kerbside management will become more dynamic, particularly in the city centre. This may involve physical sensors that monitor the real-time demand for parking and loading bays via smartphones.</p> <p>The Council has already introduced smart sensors in approx. 4,000 parking bays, enabling the Council to better understand parking demand across the city. This system will be expanded to allow users to identify free locations more quickly, without circling in search for a free space. Building on this success the Council intends to investigate systems that allow for a dynamic change of kerbside space throughout the day, based on demand for loading bays, parking spaces, special events or emergencies.</p>	<p>Simply maintaining the highway infrastructure in good condition will ensure a continued use by motorists, cyclists and walkers. It will not materially increase the number of vehicle journeys undertaken and therefore have no atmospheric pollution effects.</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p> <p>No Likely Significant Effects (LSEs) present. This policy is screened out.</p> <p>Policy R sets out a proactive management of kerbside space, including a smart and flexible demand-based system of loading bays and parking spaces.</p> <p>While the plan area lies directly adjacent to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, it is concluded that the policy does not involve negative impact pathways relating to these European sites. Managing kerbside spaces dynamically will allow motorists to identify free parking locations more quickly and reduce the amount of time spent circling in search for parking. This would effectively reduce emissions by cutting excess journey time and may help reduce atmospheric pollution in the city (and adjacent European sites).</p> <p>This policy will also not result in an increase in urban surfacing, recreational levels or construction processes and therefore the impact pathways water quality, recreational pressure and disturbance (during and post construction) are all screened out from Appropriate Assessment.</p>
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7. Appropriate Assessment

7.1 The following policies were screened in for Appropriate Assessment in the previous chapter:

- Policy D – Expand the Portsmouth Park and Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices – regarding visual and noise disturbance during construction and atmospheric pollution in the operational period on the Portsmouth Harbour SPA / Ramsar
- Policy G – Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities – regarding recreational pressure in the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar
- Policy K – Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth – regarding visual and noise disturbance during construction, water quality (via surface runoff), habitat fragmentation and atmospheric pollution in the operational period on the Portsmouth Harbour SPA / Ramsar
- Policy N – Protect the main road network and maintain access to the ports and HM Naval Base, Portsmouth and other key industry, business and retail sites – regarding visual and noise disturbance during construction and water quality (via surface runoff)
- Policy O – Deliver micro and macro freight consolidation measures, supporting businesses and other organisations to consolidate their operational journeys, including the use of zero emission vehicles for last mile delivery – regarding the loss of functionally linked habitat, visual and noise disturbance during and post-construction; and water quality (via surface runoff)

7.2 It is to be noted that the policies of the LTP set out little specific detail, which will be required to enable a full Appropriate Assessment. As such, most conclusions are deferred to the Implementation Plan, which will seek to implement the LTP's policies by providing deliverable schemes / projects. The AA of this HRA uses best available evidence to identify which policies may result in adverse effects on the integrity of European sites, and which thus will require further assessment at the next tier of development framework.

Visual and noise disturbance

Portsmouth Harbour SPA / Ramsar

7.3 Several policies in the LTP might result in visual and noise disturbance of the Portsmouth Harbour SPA / Ramsar during and post construction. Detail on the policies is provide in the following:

- Policy D proposes the conversion of the Portsmouth Park and Ride (P&R) along the M275 into a multi-storey P&R, tripling its capacity. It also considers the creation of a transport hub to provide access to multi-modal transport options and associated services, delivery collection points, freight consolidation facilities and a bus depot. At its closest point, the P&R boundary lies approx. 100m from the Portsmouth Harbour SPA / Ramsar. This lies well within the precautionary screening distance for visual and noise disturbance of the SPA's / Ramsar's most sensitive bird species (Brent goose, black-tailed godwit). As such it is possible that the works may particularly affect the birds during roosting and loafing, which requires further assessment.
- Policy K develops a rapid transit network connecting key places in Portsmouth City with South East Hampshire. This is likely to reduce private car usage and is likely to reduce atmospheric pollution in the area. However, the policy also proposes a new bridge between Tipner and Horsea Island. This bridge would cut through the SPA / Ramsar and might pose a significant disturbance issue for overwintering birds during construction.
- Policy N provides for potential capacity improvements on the M275 (without creating additional demand or adding to congestion) and a water taxi between Tipner and the port.

- Policy O delivers micro and macro freight-consolidation measures to serve Portsmouth, with the macro-scale consolidation centres likely to lie just outside of Portsmouth
- 7.4 None of the policies go into detail about where the infrastructure may be created (except for the expansion of the P&R and the transport hub) and none can therefore be assessed in detail at the plan level.
- 7.5 The Portsmouth Harbour SPA / Ramsar is designated for various waterfowl species, including dark-bellied Brent goose. All waterbird species are sensitive to disturbance stimuli to a certain extent, but some species are significantly more sensitive than others. For example, the Brent goose is classified as highly sensitive to both visual and noise stimuli. For example, while feeding Brent geese show a first reaction at a distance of approx. 100m to the stimulus. The disturbance distance doubles to approx. 200m when the birds are loafing or roosting. It is generally thought that if geese are within 400m of proposed works, mitigation measures should be considered to avoid altering their natural behaviour.
- 7.6 Very little information on visual and noise disturbance of black-tailed godwit is available to date. Given this, it is recommended to use a standard approach for protecting this species (i.e. considering it as moderately sensitive). Generally, it is considered that if birds are closer than 250m to proposed works, then they should be taken into account in the mitigation of construction works, especially if any aspect of the works is carried out on mudflat and / or fronting of the intertidal zone.
- 7.7 It is to be noted that the P&R is situated in an already built-up area, directly adjacent to the M275, the busy motorway connecting the mainland with the City of Portsmouth. Therefore, it is expected that SPA / Ramsar birds in this part of the Portsmouth Harbour SPA / Ramsar are already experiencing a high level of disturbance and are likely to show a high degree of habituation.
- 7.8 Notwithstanding this, any potential disturbance issue in relation to the SPA / Ramsar needs to be formally assessed. Regarding visual disturbance, the Street View available for the P&R indicates that there currently are protective screens preventing a direct sightline from the nearest section of the SPA / Ramsar into the P&R. It appears that this is a temporary screen due to an ongoing building project next to the P&R. AECOM advises that a protective screen should be used to shield the northern side of the P&R from the Portsmouth Harbour SPA / Ramsar during construction.
- 7.9 Depending on the construction methods and machinery used to deliver this policy, the closest section of the SPA / Ramsar would be at the likely risk of noise disturbance, particularly from impact piling the noisiest construction method that might be used. If the schemes / projects developed to support Policy D in the LTP, require the use of particularly noisy equipment, it is advised that the construction activities are restricted to between April to September, the spring and summer months during which the qualifying species are not present on site. If construction works were to be carried out between April and September, there would be no potential for visual and noise disturbance of qualifying SPA / Ramsar bird species.
- 7.10 In contrast to the P&R (which lies some distance from the closest section of the SPA / Ramsar), the planned bridge between Tipner and Horsea (included in Policy K) would be located within the SPA / Ramsar. This makes it likely that the associated construction works will inevitably be undertaken within the screening distance for visual and noise disturbance for SPA / Ramsar birds. It is concluded that any construction works for the bridge should be undertaken outside the overwintering season for birds (October – March). If this isn't possible then it will need to be demonstrated as part of the planning application that significant disturbance of wintering waterfowl and waders can be avoided.
- 7.11 It is noted that ecology survey data are currently being collected to inform the Environmental Impact Assessment (EIA) of Tipner West, including the proposed Tipner bridge, within the Transport and Works Act Order (TWAO). However, these data are not yet complete. A detailed assessment of the potential impacts of the bridge proposal will therefore be undertaken at the project-level HRA of this scheme (see policy recommendation below).
- 7.12 Finally, the potential for visual and noise disturbance is also present for Policy O, which provides for micro- and macro-scale consolidation centres. At this point it is unclear whether the consolidation centres would be housed in existing infrastructure or whether these will be constructed. If any consolidation centres are to be constructed within 200m from the Portsmouth Harbour SPA / Ramsar, it is likely that mitigation measures would be required to avoid adverse effects on the site. However, this policy will have to be reassessed in the context of the applications for these centres, which will provide more detail on how this policy will be implemented.

- 7.13 Overall, at the LTP level, no detail on the timing and nature of the construction programme is available. Therefore, an Appropriate Assessment regarding visual and noise disturbance of these policies will be required at the planning application stage for individual schemes, which will set out detail regarding delivery timetables, construction programme and specific scheme parameters. The purpose of the HRA at this plan level is to ensure that a sufficient policy framework exists to require that further project-level assessment and to confirm that relevant projects will not be consented until such an assessment is complete.
- 7.14 It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA. **Therefore, it is recommended that the following supporting text is inserted into the LTP4 regarding environmental and ecological protection: 'Habitats Regulations Assessments (HRAs), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside the LTP4 highlight the mitigation measures that could be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.'** Regarding visual and noise disturbance in the Portsmouth Harbour SPA / Ramsar, inclusion of this wording would allow for a conclusion of no adverse effects on site integrity at the plan level. Effective mitigation measures that could be employed include the seasonal timing of works and/or providing visual screens.

Disturbance of Functionally Linked Habitat

- 7.15 Visual and noise disturbance may not only affect qualifying species in the designated site boundary, but also in habitat parcels that are functionally linked to the Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar, and the Solent and Southampton Water SPA / Ramsar. All bird species are highly mobile and may spend a significant portion of time roosting and / or feeding on land outside European sites (also see earlier section on the impact pathway 'loss of functionally linked habitat'). Since these off-site parcels are extended the same level of protection as the designated sites, visual and noise disturbance also needs to be considered in relation to these sites.
- 7.16 Policy D proposes the expansion of the existing P&R to a multi-storey car park and the creation of a transport hub. The P&R lies very close to several land parcels that are identified as functionally linked habitat in the SWBGS, including P136 (a field that is classified as an area of Low Use), P139 (a section of grassland bordering mudflats and the intertidal zone, classified as an area of Secondary Use) and P60 (Tipner Range, which constitutes a Primary Support Area). These functionally linked habitat parcels lie at distances of approx. 35m, 105m and 133m from the boundary of the P&R. Considering the established flight distances (particularly of the Brent goose which may take flight in response to visual disturbance stimuli as far as 200m away), all these fragments of supporting habitat lie within the potential disturbance distance for construction works. It is considered that disturbance is least likely for P60 because this is separated from the P&R by the M275, which is likely to currently expose Tipner Range to high noise levels. Any noise disturbance arising from construction works in the P&R, are likely to be insignificant in relation to the existing soundscape.
- 7.17 The bridge proposed in Policy K would connect Tipner to Horsea and it is unclear where exactly it will be located. As for the P&R, there are potential concerns over visual and noise disturbance arising from bridge construction works on habitat parcels functionally linked to European sites in the Solent. In addition to the functionally linked land parcels in Tipner, Horsea itself comprises several land parcels that are routinely used by SPA / Ramsar birds, including P76 (Secondary Use), P75 (Primary Support Area) and P48C (Secondary Use). Depending on where the bridge is constructed, mitigation measures for visual and noise stimuli may become necessary. However, it is not possible to assess this impact pathway fully until a construction programme for the bridge becomes available.
- 7.18 It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA. **Therefore, it is recommended that the following supporting text is inserted into the LTP4 regarding environmental and ecological protection: 'Habitats Regulations Assessments (HRAs), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside the LTP4 highlight the mitigation measures that could be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.'** Regarding visual and noise disturbance in habitat that is functionally linked to the Portsmouth Harbour SPA / Ramsar or the Chichester and Langstone Harbours SPA / Ramsar, inclusion of this wording would allow for

a conclusion of no adverse effects on site integrity at the plan level. As with noise and visual disturbance within the European sites themselves, widely used effective mitigation measures that could be employed include the seasonal timing of works and/or providing visual screens.

Water quality (through surface runoff)

Portsmouth Harbour SPA / Ramsar

7.19 Likely Significant Effects of several policies in the LTP on the water quality of European sites via surface runoff could not be excluded. Due to the relatively localised nature of the policies, it is considered that they will only affect the water quality of adjacent European sites, even in-combination with other plans and projects. Because the focal area of most policies lies in the western part of Portsmouth City (e.g. the bridge between Tipner and Horsea, the P&R and the M275 capacity improvements), it is considered that the Portsmouth Harbour SPA / Ramsar is likely to be the European site most at risk. However, any construction works within a few hundred metres of the Chichester and Langstone Harbours SPA / Ramsar or the Solent Maritime SAC, could have negative water quality impacts in these European sites. The following policies are deemed to have potential water quality impacts:

- Policy D proposes the conversion of the Portsmouth Park & Ride (P&R) along the M275 into a multi-storey P&R, tripling its capacity, and the creation of a transport hub. At its closest point, the P&R boundary lies approx. 100m from the Portsmouth Harbour SPA / Ramsar. This lies within the distance at which synthetic or non-synthetic pollutants from spills and leakages might reach the SPA / Ramsar. Increase surface runoff may also be present post-construction as a result of an increase in impermeable urban surfaces.
- Policy K develops a rapid transit network connecting key places in Portsmouth City with South East Hampshire. Building of a new bridge between Tipner and Horsea Island may result in the release of aquatic pollutants during and post construction. Any such pollutants would directly wash into the SPA / Ramsar because the bridge would traverse this European site.
- Policy N provides for potential capacity improvements on the M275 (without creating additional demand or adding to congestion). Any works on the M275, including the provision of additional lanes, changes to roundabout configurations (e.g. the new link at Junction 1 to Rudmore Roundabout) and road resurfacing works have the potential to result in pollutant deposition into the Portsmouth Harbour SPA / Ramsar – especially where the motorway runs directly adjacent to the European site.
- Policy O delivers micro and macro freight-consolidation measures to serve Portsmouth, with the macro-scale consolidation centres likely to lie just outside of Portsmouth. Depending on the potential location of the consolidation centres (if any are to be constructed), there is a potential for adverse effects on the Portsmouth Harbour SPA / Ramsar.

Chichester and Langstone Harbours SPA / Ramsar & Solent Maritime SAC

7.20 In contrast to the Portsmouth Harbour SPA / Ramsar, these two European sites lie further away from the areas covered by the LTP's policies. Likely Significant Effects could not be excluded for the following policy:

- Policy O delivers micro and macro freight-consolidation measures to serve Portsmouth, with the macro-scale consolidation centres likely to lie just outside of Portsmouth. It is not yet known how and where this policy will be delivered, including where (if any) consolidation centres are to be built. If such centres were built in close proximity, there would be potential negative impacts on the water quality of the Chichester and Langstone Harbours SPA / Ramsar, and the Solent Maritime SAC.

Mitigation

7.21 A detailed assessment of potential negative water quality impacts will only be possible at the successive planning stages, such as individual outline planning applications (which will provide a detailed programme of the construction works). However, a range of effective measures exist for ensuring that proposals do not

lead to adverse effects on the integrity of European sites and it is likely that the mitigation measures will include some or all of the following:

- Production of a Construction Environment Management Plan (CEMP)
 - Installation of Sustainable Drainage Systems (this will not be possible on the bridge between Tipner and Horsea, but could be an option for the P&R)
 - Ensuring that any new workplaces resulting from the policies are connected to the public sewerage system and that there is sufficient headroom at the relevant Wastewater Treatment Works (WwTWs) to accommodate the development
 - Secure storage of materials that represent a risk of pollution further than 10m away from any water body and making sure that any refuelling / liquid storage areas have sufficient capacity and are bunded
 - Provision of spill kits for the event of an emergency
- 7.22 It is also to be noted that is an offence for construction activities and site operators to release pollutants into watercourses according to the Environmental Damage (Prevention and Remediation) (England) Regulations 2015 and the Environmental Permitting (England and Wales) Regulations 2016. Therefore, at least some of the above mitigation measures will need to be adopted in order to secure a permit. In the HRA of the Implementation Plan, such measures could be taken into account at the LSEs stage because they are not explicitly adopted to protect European sites (but rather all water bodies).
- 7.23 It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA. **Therefore, it is recommended that the following supporting text is inserted into the LTP4 regarding environmental and ecological protection: 'Habitats Regulations Assessments (HRAs), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside the LTP4 highlight the mitigation measures that could be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.'** Regarding negative impacts on the water quality of the Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar, and the Solent Maritime SAC, inclusion of this wording would allow for a conclusion of no adverse effects on site integrity at the plan level. Widely used and effective mitigation measures that could be deployed at the scheme level to prevent negative changes in water quality include an adequate CEMP, use of SuDS where possible, storing construction materials appropriately and providing spill kits.

Loss of Functionally Linked Habitat

Portsmouth Harbour SPA / Ramsar, Chichester and Langstone Harbours SPA / Ramsar & Solent and Southampton Water SPA / Ramsar

- 7.24 The Solent Waders and Brent Goose Strategy (SWBGS)³³, a conservation partnership project focusing particularly on brent goose and wading bird species in the Solent, has undertaken surveys over three winters between 2016 and 2019. The strategy is an attempt to identify the sites these birds rely on in the Solent, outside of the boundaries of the formal designations. This network of functionally linked feeding and roosting sites has been mapped³⁴, identifying Core Areas, Primary Support Areas, Secondary Support Areas, Low Use areas and Candidate areas. For example, one of the key parcels of functionally linked habitat within the northern part of Portsmouth City lies at Tipner Range, P60 a primary feeding area for Brent goose. Various other land parcels within or adjacent to Portsmouth's urban fabric are also key support areas for SPA / Ramsar birds. It is important to note that the loss of functionally linked habitat does not solely include the direct loss of land to development.

³³ Available at <https://solentwbgs.wordpress.com/> [Accessed on the 08/07/2020]

³⁴ Freely available to view online at: <https://solentwbgs.wordpress.com/page-2/> [Accessed on the 08/07/2020]

- 7.25 The only policy for which Likely Significant Effects on European sites designated for mobile waterbirds could not be excluded was the following:
- Policy O delivers micro and macro freight-consolidation measures (including centres) to serve Portsmouth, with the macro-scale centres likely to be located on the outskirts of the City while micro-scale centres are more likely to be located in the City near the freight destinations. Depending on the potential location of the consolidation centres (if any are to be constructed), there is a potential for adverse effects on the Portsmouth Harbour SPA / Ramsar, Chichester and Langstone Harbours SPA / Ramsar, and the Southampton Water SPA / Ramsar.
- 7.26 The loss of functionally linked habitat for Solent's Brent goose and waders would be of concern only if greenfield sites were to be developed under Policy O, which geese or waders might use for foraging or roosting. Consolidation centres to be delivered on brownfield sites would not be relevant to this impact pathway, as developed sites have no functional value for the SPA / Ramsar birds. It is to be noted that even very small parcels of greenfield land amidst housing or industrial infrastructure require assessment. For example, Baffins Pond (site P129) lies in the heart of Portsmouth City and is only 1.35ha in size, but is nonetheless an area of Low Use for SPA / Ramsar birds.
- 7.27 The LTP does not specify the nature or location of the consolidation centres, on which more detail will be contained in the Implementation Plan. As such, a complete Appropriate Assessment of this impact pathway is deferred to an HRA of a lower planning tier. Notwithstanding this, any projects or schemes coming forward to deliver the LTP will have to be assessed in context of the data from the Solent Waders and Brent Goose Strategy. This will help determine whether the land included in a proposal is likely to be functionally linked to European sites and to identify the next steps required to obtain planning permission.
- 7.28 For example, any greenfield site that has the potential to constitute functionally linked habitat would have to be surveyed in autumn, winter and spring over two consecutive years to evaluate its habitat type and establish whether the land parcel supports a significant³⁵ population of SPA / Ramsar birds. This requirement would also extend to neighbouring greenfield sites, in which the development site may cause disturbance (ultimately leading to the loss of function of that parcel). If the habitat within the proposed development site or adjacent land are identified to represent functionally linked habitat, mitigation or avoidance measures will be required to gain planning permission. Mitigation and avoidance measures may comprise the use of site Masterplans to identify bird habitat for retention or the provision and / or enhancement of new / existing habitat for the SPA / Ramsar birds. Furthermore, a project-level HRA would become necessary to ensure that the proposal would not result in adverse effects on the integrity of any European sites.
- 7.29 Overall, the impact pathway loss of functionally linked habitat presents an issue for any greenfield development coming forward under Portsmouth's LTP. It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA. **Therefore, it is recommended that the following supporting text is inserted into the LTP4 regarding environmental and ecological protection: 'Habitats Regulations Assessments (HRAs), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside the LTP4 highlight the mitigation measures that could be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.' Regarding the loss of habitat that is functionally linked to the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar, inclusion of this wording would allow for a conclusion of no adverse effects on site integrity at the plan level.** An Appropriate Assessment at the planning application stage would place schemes in the context of the SWBGS data and require overwintering bird surveys for any parcels that are identified as potentially functionally linked.

Atmospheric Pollution

Portsmouth Harbour SPA / Ramsar

- 7.30 The Air Pollution Information System (APIS) identified that the Portsmouth Harbour SPA is potentially sensitive to atmospheric nitrogen deposition, the most likely issue associated with the expansion of the P&R system. For example, dark-bellied brent geese feed on various eelgrass species (including *Zostera*

³⁵ A significant population is classified as a site that regularly used by 1% or more of the population of qualifying bird species

angustifolia and *Zostera noltei*) in the intertidal mudflats of the SPA / Ramsar. APIS provides a critical nitrogen load of 20-30 kg N/ha/yr for the geese (the critical load for saltmarsh). The Ramsar is also designated for other important biota that support qualifying waders, including the mud-snail *Hydrobia ulvae*, common cord-grass *Spartina anglica* and sea lettuce *Ulva lactuca*. The increased deposition of nitrogen may result in the dominance of more competitive plant species in the saltmarsh, reducing the foraging ability of the geese.

- 7.31 Policy D (the proposed expansion of the P&R and creation of a transport hub) and Policy K (the bridge proposed between Tipner and Horsea Island) both involve schemes that lie within 200m of the Portsmouth Harbour SPA / Ramsar; indeed, the bridge would traverse this European site. Furthermore, both policies are likely to result in increased traffic volume locally with the potential to increase nitrogen deposition to the foraging grounds of the SPA's / Ramsar's brent geese. The P&R expansion might have a positive overall effect on air quality (because fewer people drive into Portsmouth City Centre), but could locally (i.e. adjacent to the P&R in Tipner) increase pollutant deposition. As indicated in the section on visual and noise disturbance, survey data to inform the EIA of the bridge proposal is currently being collected. This data will inform the project-level HRA that will need to be undertaken for this scheme as part of the TWAO (also see policy recommendation below).
- 7.32 Natural England (NE) undertakes a periodic condition assessment of all Marine Protected Areas (MPAs) that provides robust data on the condition of marine sites. However, these data are only available for SAC habitats. Further data on MAGIC was appraised to evaluate the condition that the Portsmouth Harbour SPA / Ramsar is currently in. Tipner Lake (part of the Portsmouth Harbour SSSI) is classified as unfavourable (no change). The main reason for this assessment is diffuse water pollution across the entire Tipner Lake, leading to a cover with dense macroalgal mats (83% cover). Schemes associated with an increase in vehicles (even locally) have the potential to add further nitrogen to the existing high load in this part of the SPA / Ramsar.
- 7.33 Given the high-level nature of the LTP4, no detail on these proposals is currently available. As for the other impact pathways, these schemes will have to be re-assessed at the planning application stage. It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the adequate protection of European sites regarding the impact pathways identified in this HRA. **Therefore, it is recommended that the following supporting text is inserted into the LTP4 regarding environmental and ecological protection: 'Habitats Regulations Assessments (HRAs), including Appropriate Assessment (AA), and Environmental Impact Assessment (EIA) where necessary, will be undertaken on schemes as required. The HRA and Strategic Environmental Assessment (SEA) published alongside the LTP4 highlight the mitigation measures that could be taken forward to ensure no adverse effects on the integrity of relevant European sites, and reduce the environmental impact of LTP4.'** Regarding atmospheric pollution in the Portsmouth Harbour SPA / Ramsar, inclusion of this wording would allow for a conclusion of 'no adverse effects' on site integrity at the plan level. It is advised that schemes coming forward under the LTP4 will have to demonstrate that they do not cause a significant increase in traffic volume and pollutant deposition within 200m of the Tipner Lake part of the Portsmouth Harbour SPA / Ramsar. It is recommended that the identified development schemes (i.e. the P&R and Tipner – Horsea Island bridge) are supported by traffic modelling and an Air Quality Impact Assessment (AQIA) where relevant.

Recreational Pressure

Portsmouth Harbour SPA / Ramsar and Chichester and Langstone Harbours SPA / Ramsar

- 7.34 The previous chapter identified that LSEs of Policy G³⁶ on the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar could not be excluded. The principal aim of this policy is to reduce private car usage and promote active travel modes (walking and cycling) by reallocating road space to walking and cycling routes, which will be set out in the Council's draft Local Cycling and Walking Infrastructure Plan (LCWIP). An initial assessment of the proposed routes highlighted that the walking routes all lie beyond 300m from sensitive European sites, the threshold distance at which visual disturbance

³⁶ Policy G: Establish a cohesive and continuous network of attractive, inclusive, safe, and accessible walking and cycling routes accompanied by cycle parking facilities.

impacts on SPA / Ramsar wildfowl and waders are likely to arise. Therefore, only the cycling routes are included in this Appropriate Assessment.

- 7.35 A GIS assessment indicated that many of the proposed cycling routes lie within close proximity of European sites. For example, routes 405 and 503 run directly parallel to the Portsmouth Harbour SPA / Ramsar. Moreover, routes 108, 205 and 301 traverse the Chichester and Langstone Harbours SPA / Ramsar on a bridge of the A2030 (Eastern Road). Therefore, the LCWIP could reasonably be expected to lead to increased activity levels within a distance that may disturb sensitive SPA / Ramsar birds.
- 7.36 Several factors in relation to the cycling routes require consideration. Because these routes are tailored for cyclists, it is considered that most users will not actually assess the European sites themselves and it is unlikely that the creation of cycling routes will add significantly to their recreational load. Notwithstanding this, the passing of cyclists within visual disturbance distances could still have an impact on the birds. However, it is noted that the cycling routes closest to the European sites are situated alongside major roads, which will already experience high levels of busyness. This particularly applies to cycle routes 503 (passing along the A27 on the northern edge of the Portsmouth Harbour SPA / Ramsar), 108, 205 and 301 (the latter all passing along the A2030 and / or A27 to the north-western edge of the Chichester and Langstone Harbours SPA / Ramsar). AECOM considers that more disturbing elements (e.g. a high traffic volume) are already present in these parts of Portsmouth City, and that the addition of cycling routes will not materially add to the level of visual and noise disturbance in these parts of the European sites. Most importantly, none of the routes provide access to parts of European sites that were previously undisturbed or inaccessible. Both the Portsmouth SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar are already highly popular destinations for recreational activities, and the creation of cycling routes will not significantly add to this pressure.
- 7.37 While a significant increase in recreational pressure due to Policy G in the LTP is unlikely, it cannot be entirely dismissed that some cyclists will access SPAs / Ramsars and increase the disturbance potential for qualifying birds. However, a strategic mitigation strategy for recreational pressure in the wider Solent area is already in place. In recognition of the impacts of recreation on birds across the Solent, a research project (the Solent Disturbance and Mitigation Project) was undertaken to establish a key evidence base of recreational pressure for its European sites (it also identified the core catchment zone for all sites). This project culminated in the Solent Recreation Mitigation Strategy (SRMS)³⁷, which stipulates that financial contributions of housing developments within 5.6km of all European sites in the Solent are to be collected to fund on-site Strategic Access Management and Monitoring (SAMM) measures. Given that all new housing within 5.6km, including the residents that will most likely use new local cycling routes, will financially contribute to the SRMS, it is concluded that any small net increase in recreational pressure due to the LCWIP will be adequately mitigated by the strategy. Moreover, any specific proposal for new cycling routes can be investigated at the project level to ensure that design minimises the risk of users venturing into the European sites. Therefore, it is concluded that the LTP4 will not result in adverse effects on the integrity of the Portsmouth Harbour SPA / Ramsar and the Chichester and Langstone Harbours SPA / Ramsar regarding recreational pressure.

In-Combination Assessment

- 7.38 The in-combination assessment of LTPs is important where individual policies might have a small individual effect on a European site but could act 'in-combination' with other plans / projects / schemes coming forward in Portsmouth City or surrounding authorities. The screening table in Chapter 6 has documented that for some policies LSEs on European sites cannot be excluded, especially in-combination with other plans and projects.
- 7.39 The schemes outlined in the LTP4 will occur coincidentally with an increase in housing and employment developments within Portsmouth City and adjacent authorities, including Gosport, Fareham, Winchester and Havant. The increase in housing and employment sites in these areas is likely to result in an increase in traffic on the road network. The consideration of traffic-related air quality implications across the road network associated with housing and employment growth should be considered within each relevant district's Local Plan.

³⁷ The Solent Recreation Mitigation Strategy is available at: https://solent.birdaware.org/media/29372/Bird-Aware-Solent-Strategy/pdf/Solent_Recreation_Mitigation_Strategy.pdf [Accessed on the 14/01/2021]

- 7.40 The LTP aims to reduce private car usage, congestion and queueing on the M275 and to increase the efficiency of commercial journeys in Portsmouth City. Reducing the number of vehicle journeys, is likely to have a positive air quality effect and means that it is unlikely that there would be an in-combination atmospheric pollution effect. Notwithstanding this, Policies D and K have been screened in for Appropriate Assessment regarding atmospheric pollution. However, HRAs of the development plans of surrounding authorities will have been undertaken prior to the adoption of the Local Plans, ensuring that there will be no in-combination atmospheric pollution effects.
- 7.41 In the HRA it was identified that some of the LTP's policies may lead to visual and noise disturbance in European sites and the loss of functionally linked habitat, particularly 'in-combination' with other plans and projects, unless mitigation measures will be adopted. However, for those projects / plans a similar analysis of any such 'in-combination' proposals will have recommended mitigation interventions to avoid adverse effects on site integrity, both alone and 'in-combination'. As such, cumulative adverse effects with Portsmouth's LTP can be excluded, provided that the recommended policy regarding the protection of European sites is included in the next iteration of the LTP.
- 7.42 Given the low resolution of the LTP (i.e. many of the projects are not yet developed), it is required that the 'in-combination' scope is reassessed in the HRAs of the individual schemes that come forward under the LTP.

8. Conclusion

- 8.1 The LTP is a high-level strategic transport planning document for the City of Portsmouth with a very strong focus on sustainable transport modes, including walking, cycling and public transport (e.g. a rapid transit system), reducing unnecessary vehicle journeys and eliciting public behaviour change. Many policies contained in the LTP are aimed at improving the quality and connectivity of sustainable transport modes within Portsmouth. These measures have the potential to decrease private car usage, thereby potentially contributing to an improvement in air quality. Sustainable policies are not generally considered to have impact pathways linking to European sites.
- 8.2 However, LTP policies need not necessarily be positive for European sites. Two ways in which LTP policies might be associated with LSEs on European sites is where they are proposing development on greenfield sites or where they are situated directly adjacent to protected waterbodies. For example, new tarmacked bus or walking / cycling lanes adjacent to a water body might lead to changes in water quality via surface water runoff.
- 8.3 This HRA assessed whether the LTP may result in LSEs on European sites, including the Portsmouth Harbour SPA / Ramsar, the Chichester and Langstone Harbours SPA / Ramsar, the Solent and Southampton Water SPA / Ramsar, and the Solent Maritime SAC. It was concluded that LSEs could not be excluded for Policies D, G, K, N and O. This is because these policies have the potential to result in effects on water quality (via surface runoff), visual and noise disturbance (primarily during construction), the loss of functionally linked habitat and recreational pressure. The Appropriate Assessment undertaken also indicated that depending on how the policies are delivered (i.e. the nature and location of specific schemes / projects), mitigation measures might be required to avoid adverse effects on the integrity of European sites. No adverse effects regarding recreational pressure were identified for any of the LTP's policies.
- 8.4 However, it was also concluded that the LTP provides insufficient detail to enable definitive conclusions and recommendations regarding the above impact pathways (e.g. in relation to the Tipner – Horsea bridge), in-combination with other plans and projects. The delivery of the policies will be set out at the project-level and the above identified policies will require a more detailed Appropriate Assessment at the planning application stage. It is recommended that the LTP include wording that ensures that the necessary assessments are undertaken (and any required mitigation measures implemented). Detailed recommendations on wording can be found in the main body of text above.

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Strategic Environmental Assessment (SEA) for the Portsmouth Local Transport Plan 4 (LTP4)

Environmental Report

Portsmouth City Council

June 2021

Quality information

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1. Introduction

Background

- 1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) of Portsmouth City Council's (PCC) emerging Local Transport Plan 4 (LTP4).

SEA explained

- 1.2 SEA is a mechanism for considering and communicating the environmental impacts of an emerging plan or strategy and potential alternatives. The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating negative impacts as well as maximising opportunities for positive effects. Through this approach, the SEA seeks to maximise the environmental performance of LTP4.
- 1.3 As prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004¹ (the SEA Regulations) an SEA is required for a plan or programme which is prepared for transport, town and country planning or land use, and which sets the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC (LTP4 sets a framework for future development consent of infrastructure projects listed in Annex II).
- 1.4 The SEA Regulations require that a report is published for consultation alongside the Draft LTP4 that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The report must then be taken into account, alongside consultation responses, when finalising the Plan.
- 1.5 The 'likely significant effects on the environment', are those defined in Annex I of the SEA Directive as 'including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'. Reasonable alternatives to the plan need to take into consideration the objectives for the plan and its geographic scope. The choice of 'reasonable alternatives' is determined by a means of case-by-case assessment and a decision.²
- 1.6 More specifically, the SEA Report must answer the following three questions:
1. What has plan-making / SEA involved up to this point?
 - Including in relation to 'reasonable alternatives'.
 2. What are the SEA findings at this stage?
 - i.e. in relation to the LTP4
 3. What happens next?
 - What steps will be taken to finalise (and monitor) the LTP4?

¹ Transposing Directive 2001/42/EC

² Commission of the European Communities (2009) Report from the Commission to the Council, The European Parliament, The European Economic and Social Committee and the Committee of the Regions on the application and effectiveness of the Directive on Strategic Environmental Assessment (Directive 2001/42/EC). (COMM 2009 469 final).

This Environmental Report

- 1.7 This Environmental Report³ is published alongside the final LTP4, and answers each of the three questions (outlined in paragraph 1.6 above) in turn, with a 'part' of the report dedicated to each.
- 1.8 Before answering the first question however, two initial questions are answered in order to further 'set the scene' – i) what is the LTP4 trying to achieve?; and ii) what is the scope of the SEA?

³ See **Appendix I** for further explanation of the regulatory basis for answering certain questions within the Environmental Report and a 'checklist' explaining more precisely the regulatory basis for presenting certain information.

2. What is the LTP4 trying to achieve?

- 2.1 This section seeks to explain the context to the preparation of the LTP4 and identify its vision and objectives.

The need for LTP4

- 2.2 Portsmouth City Council have recognised a need to update the Local Transport Plan in response to a number of existing transport related issues, including; unsustainable levels of carbon emissions from transport, unhealthy polluted air, regular traffic congestion problems and severely reduced levels of physical activity. PCC identify that a new approach is needed to how transport is managed in the city, based on an understanding of the city and how it works.

Vision of the LTP4

- 2.3 The LTP4 has identified the following vision:

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

Objectives of the LTP4

- 2.4 To achieve the vision outlined above, the LTP4 has identified the following objectives:

- **Deliver cleaner air:**

“Everyone who lives in, works in or visits the city should be able to breathe air that will not damage their health. Unfortunately today this is not possible. Extensive research conducted to develop the Portsmouth Air Quality Local Plan shows that significant intervention is required to improve air quality in the city. Air quality and transport modelling demonstrated that a city centre charging Clean Air Zone (CAZ) would be required to reduce air pollution to within legal limits in the shortest possible time.

The CAZ in isolation is unable to deliver the levels of reduction of pollution needed and will therefore be supported by a number of complementary measures. These include: providing more electric vehicle (EV) charge points, including for taxis; progressive change of taxi licensing rules; using parking permit fees to encourage low emission and fewer vehicles; changes to parking capacity and pricing, including expanding park and ride and creating a transport hub; for those travelling from outside of the city and exploring ways to discourage private off-street non-residential car parking while enabling alternatives to car use.

Through the delivery of the CAZ and additional complimentary measures and other policies set out in the strategy, we will seek to not only meet the legal limits for air quality, but to exceed them, improving the air quality across the city for all. The Air Quality Strategy produced in 2017 will be updated to reflect the changes being implemented through the Air Quality Local Plan.

As well as these measures, the other strategic objectives support reductions in air pollution through their policies.”

- **Prioritise walking and cycling:**

“Most trips within the city are short but despite this the car is too often the default choice. This is likely to be related to the walking and cycling infrastructure. Without quality infrastructure we know that people who walk or cycle find routes unappealing and have fears around safety, as well as a perceived convenience of the private car. Issues such as unsegregated and non-continuous routes, street clutter, narrow pavement widths etc. can make walking and cycling an unattractive option.

Following the Manual for Streets recommendations of user hierarchy we will prioritise pedestrians and people who cycle followed by public transport users, specialist service vehicles and then other motor traffic. To do this we propose to provide traffic-free cycle routes and high-quality walking connections. This will also provide space to safely accommodate people with mobility issues, those who may need to use a wheelchair or mobility scooter and pushchairs, as well as new technologies, such as e-bikes and e-scooters. Provision of secure cycle parking in areas of demand will also form part of our response, alongside reducing traffic in residential streets, the city centre and high streets. Promoting active travel can result in reduced emissions of air pollutants, helping to tackle climate change and improve air quality, whilst also contributing towards the recommended 150 minutes of physical activity for adults each week."

- **Transform public transport:**

"Whilst the city benefits from five train stations and some high-frequency bus corridors, there are limited public transport services in some areas of the city and a lack of priority slows buses down, making them less attractive. This means that it is routine for people to use private cars for very local journeys. We will introduce a transformational new South East Hampshire Rapid Transit (SEHRT) network, which will build on the existing Eclipse route between Fareham and Gosport and Star corridor from Waterlooville to Clanfield. Across the city, more street space will be dedicated to SEHRT and local bus networks, leading to faster and more reliable journeys. We will work with bus, rail and ferry operators to deliver wider improvements to services both across the city and to longer-distance destinations, improving journey times, creating higher frequency services and continue to simplify fares and support innovation to improve customer service. We will work with operators to try to ensure that all communities have adequate access to bus services. Furthermore, improved interchanges at stops and stations alongside local 'hubs' will help integrate public transport with 'first/last mile' transport such as cycling, cycle hire and e-scooters, to deliver a truly seamless travel experience."

- **Support business and protect our assets:**

"The success of the economy in Portsmouth is intertwined with the International Port and naval base. The ports, along with the thousands of other businesses and organisations within the city including industrial and business parks, must be served by an efficient transport network. Consequently we will seek to ensure the main highway accesses to the city are focused on supporting essential trips that cannot easily be made by other modes. This is central to delivering a prosperous city, with an economy that can provide good quality jobs. Recognising the vital role goods vehicles play in the city we will work with stakeholders to understand how efficiency and sustainability can be increased. We will support the delivery of freight consolidation that can reduce the number of goods vehicles on our streets, whilst reducing costs for business. We will ensure that the road network and all highway infrastructure is well maintained, its performance monitored and is configured appropriately to enable traffic to flow effectively and efficiently. Technology and innovations will be explored to increase the capabilities of the network and to prepare for the vehicles of the future. Kerbside space will be used efficiently and flexibly, whilst works on the highway will be properly co-ordinated and will maintain adequate access to road users."

3. What is the scope of the SEA?

Introduction

- 3.1 The aim of this section is to introduce the reader to the scope of the SEA, i.e. the sustainability topics/ issues/ objectives that should be a focus of the assessment of the LTP4 and reasonable alternatives. Further information is presented in **Appendix II**.

Consultation

- 3.2 The SEA Regulations require that “when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”. In England, the consultation bodies are the Environment Agency, Historic England and Natural England.⁴ As such, these authorities were consulted in July 2020. Scoping responses are detailed in **Appendix II**, the responses resulted in minor updates to the baseline and context review as well as the supporting assessment questions of the proposed SEA framework.

The SEA framework

- 3.3 The SEA scope is summarised in a list of themes, objectives and questions known as the SEA framework. **Table 3.1** presents the SEA framework as broadly agreed with statutory consultees in 2020.

Table 3.1: The SEA framework (as broadly agreed in 2020)

SEA theme	SEA objective	Assessment questions (will the option/ proposal help to...)
Environmental quality	Improve air quality within and surrounding the LTP area.	<ul style="list-style-type: none"> • Reduce emissions of pollutants from transport? • Improve and monitor air quality within AQMAs? • Promote the use of low emission vehicles? • Promote enhancements in sustainable modes of transport, including walking, cycling and public transport? • Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of NO₂ and other pollutants?
Environmental quality	Reduce noise pollution in Portsmouth.	<ul style="list-style-type: none"> • Reduce noise pollution arising through transport?
Biodiversity	Protect and enhance habitats and species within and surrounding Portsmouth.	<ul style="list-style-type: none"> • Protect the integrity of the internationally and nationally designated sites in Portsmouth? • Protect and enhance locally designated and regionally important sites, including LNRs, in Portsmouth? • Protect and enhance priority habitats and species? • Protect and enhance the interconnectivity of habitats? • Achieve a net gain in biodiversity of at least 10% on the existing baseline? • Assist in monitoring the future health and resilience of Portsmouth's biodiversity? • Increase the resilience of Portsmouth's biodiversity to the potential effects of climate change?
Climatic factors	Support climate change mitigation in Portsmouth through limiting the contribution of transport to	<ul style="list-style-type: none"> • Limit the increase in the carbon footprint resulting from new transport infrastructure provision? • Promote the use of sustainable modes of transport, including walking, cycling and public transport?

⁴ These consultation bodies were selected “by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes” (SEA Directive, Article 6(3)).

	greenhouse gas emissions in the county.	<ul style="list-style-type: none"> • Reduce the need to travel? • Reduce energy consumption from non-renewable resources? • Encourage the update of electric and alternatively fuelled vehicles?
Climatic factors	Support the resilience of Portsmouth's transport networks to the potential effects of climate change.	<ul style="list-style-type: none"> • Ensure flood risk is not increased to the local area, and provide betterment (where possible)? • Increase the resilience of the transport network to the potential effects of climate change? • Promote a coordinated approach to the management of flood risk across public infrastructure provision? • Improve and extend green infrastructure networks as part of transport infrastructure provision to support adaptation to the potential effects of climate change? • Sustainably manage water run-off, reducing surface water runoff? • Ensure the potential risks associated with climate change are considered through new transport network programmes? • Reduce the impact of extreme weather events on the condition of the road network? • Increase the resilience of biodiversity in Portsmouth to the effects of climate change, including enhancements to ecological networks?
Landscape	Protect and enhance the character and quality of Portsmouth's landscapes and townscapes.	<ul style="list-style-type: none"> • Conserve and enhance locally important townscape and landscape features in Portsmouth? • Improve accessibility to Portsmouth's townscape and landscape resources? • Protect and enhance characteristic coastal and harbour areas in Portsmouth, including the harbours and seafront?
Historic Environment	Protect and enhance the significance of the historic environment, heritage assets (both designated and non-designated) and their settings.	<ul style="list-style-type: none"> • Conserve and where possible enhance the significance of buildings and structures of architectural or historic interest, both designated and non-designated, and their setting? • Conserve and enhance the special interest, character and appearance of conservation areas and their settings? • Support access to, interpretation and understanding of the historic environment? • Conserve and enhance archaeological remains, including historic landscapes?
Land, soils and water resources	Promote the efficient and effective use of natural resources.	<ul style="list-style-type: none"> • Assist in facilitating the use of previously developed land? • Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of new transport infrastructure? • Support improvements to water quality? • Support enhancements to the status and/ or potential of waterbodies under WFD objectives, including the Portsmouth shoreline and its' resources?
Population and human health	Support sustainable economic development in Portsmouth.	<ul style="list-style-type: none"> • Support sustainable economic development by improving accessibility to employment opportunities? • Support town centre/ urban regeneration and inward investment?
Population and human health	Improve the health and wellbeing of Portsmouth's residents.	<ul style="list-style-type: none"> • Enhance the provision of, and access to, green infrastructure in the County, in accordance with national standards? • Improve road safety and reduce road accidents?

		<ul style="list-style-type: none"> • Maintain and enhance the quality of life of residents • Promote accessibility to a range of leisure, health and community facilities, for all age groups? • Encourage healthy lifestyles and reduce health inequalities? • Consider the additional needs of residents with disabilities and/ or those 'in need'?
Population and human health	Maintain and enhance accessibility for all people	<ul style="list-style-type: none"> • Encourage modal shift to more sustainable forms of travel? • Deliver new or improved transport infrastructure that improves connectivity? • Meet the accessibility needs of all residents?

Part 1: What has plan-making/ SEA involved up to this point?

4. Introduction (to Part 1)

- 4.1 In line with regulatory requirements, there is a need to explain how work was undertaken to develop and then appraise reasonable alternatives, and how the Council then took into account appraisal findings when finalising LTP4.
- 4.2 This part of the report presents the information regarding the consideration of reasonable alternatives across the objectives for the LTP4.
- 4.3 The SEA Regulations⁵ are not prescriptive as to what constitutes a reasonable alternative, stating only that the Environmental Report should present an appraisal of the “*plan and reasonable alternatives taking into account the objectives and geographical scope of the plan*”.
- 4.4 In accordance with the SEA Regulations the Environmental Report must include:
- An outline of the reasons for selecting the alternatives dealt with; and
 - The likely significant effects on the environment associated with alternatives/ an outline of the reasons for selecting the preferred approach in light of the alternatives appraised.

Structure of this part of the report

- 4.5 This part of the report is structured as follows:
- **Chapter 5** – explains the process of establishing reasonable alternatives
 - **Chapter 6** – presents the outcomes of assessing reasonable alternatives
 - **Chapter 7** – explains reasons for establishing the preferred option, in light of the assessment.

⁵ Environmental Assessment of Plans and Programmes Regulations 2004

5. Establishing the reasonable alternatives

5.1 The SEA Regulations state that alternatives should be explored in light of the objectives and geographical scope of the Plan. The LTP4 has identified four objectives as follows:

- Deliver cleaner air
- Prioritise walking and cycling
- Transform public transport
- Support business and protect our assets

5.2 In line with this, the SEA process has focused on these objectives to develop alternatives. Recognising that the individual objectives are not mutually exclusive the Council and AECOM have worked together to identify realistic and reasonable alternatives. The first step in identifying alternatives is to examine the strategic context for the LTP4.

Strategic context

5.3 The LTP4 is influenced by other programmes and related schemes, some of which are relatively progressed already. Some key influences to be considered in the context of the objectives of the LTP4 are the Transforming Cities bid, Future Transport Zones Bid, Ministerial Directions, the Local Cycling and Walking Infrastructure Plan (LCWIP) and the subsequent Implementation Plan to support the LTP4.

Transforming Cities Fund

5.4 Portsmouth, South East Hampshire and the Isle of Wight are set to see significant improvements to active travel and public transport thanks to almost £56 million investment from the government's Transforming Cities Fund. The Portsmouth City Region Transforming Cities Fund (TCF) bid unites Portsmouth City Council, Hampshire County Council, Isle of Wight Council and local public transport operators with a shared commitment to transform the way people travel in the area. The joint bid was awarded almost £56 million towards the total scheme package of £101.7 million, with match funding provided by each of the bidding authorities and their partners First Bus, Stagecoach, and the borough councils. This follows an initial grant of £4 million for the Portsmouth City Region.

Future Transport Zones

5.5 In March last year, government launched consultation on making journeys easier, smarter and greener through new technology as part of the Future of Transport regulatory review. Alongside the review Government are investing £90 million in funding to trial new transport innovations in 3 new 'future transport zones'. The zones will provide real-world testing for experts, allowing them to work with a range of local bodies such as council, hospitals, airports and universities to test innovative ways to transport people and goods. Portsmouth is part of one of these 3 new zones (the Solent Future Transport Zone). Projects being tested in the zones include drones carrying medical supplies, integrated journeys through smartphone apps, e-cargo bikes for last-mile deliveries and the use of e-scooters.

Ministerial Directions

5.6 The Government intends, as outlined by 'The Road to Zero' strategy published in 2018⁶ for "*all new cars and vans to be effectively zero emission by 2040*" and for almost "*every car and van to be zero emission*" by 2050. In 2018, Ministerial Directions were issued to thirty-three local

⁶ HM Gov (2018) The Road to Zero – Next steps towards cleaner road transport and delivering our Industrial Strategy [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

authorities, requiring them to submit studies on the steps they can take to comply with roadside nitrogen dioxide (NO₂) limits in the shortest amount of time.⁷ As a result of this work, Portsmouth has been identified as one of ten local authorities who will now take forward new measures, developed with and funded by central government, to reduce pollution levels. This includes the introduction of a charging city centre Clean Air Zone (CAZ) at the strategic road network surrounding the port.

Local Cycling and Walking Infrastructure Plan

- 5.7 The Local Cycling and Walking Infrastructure Plan (LCWIP) is being developed alongside the LTP4 in direct response to governments Cycling and Walking Investment Strategy.⁸ LCWIPs are a new, strategic, long-term approach to identify improvements to cycling and walking networks which are required in each local area. LCWIPs examine existing and future travel patterns and evidence around barriers preventing people from walking and cycling, and factors which could enable more people to make more cycling and walking journeys

Implementation Plan

- 5.8 The Implementation Plan will form part of the LTP4 and set out the transport interventions that will be delivered over the lifetime of the LTP4. This Plan will include major schemes, such as the charging Clean Air Zone, South East Hampshire Rapid Transit (SEHRT) and new traffic free cycle routes, as well as a wide range of local schemes, behaviour change programmes and strategies. In this respect, the LTP4 and this accompanying SEA remain strategic in nature.

LTP4 Objective 1: Deliver cleaner air

- 5.9 As identified previously, as a result of Ministerial Directions, ten of the thirty-three local authorities were identified to take forward new measures, developed with and funded by central government, to reduce pollution levels. Portsmouth City Council were identified as one of these ten local authorities and received direction to carry out more detailed studies and progress identified measures that can bring forward roadside NO₂ limit compliance quicker.
- 5.10 As a result of this work, a significant policy implementation requirement under this objective includes the delivery of a new city centre Clean Air Zone (CAZ). The 2020 Clean Air Zone Framework⁹ identifies that a CAZ defines an area where targeted action is taken to improve air quality with the aim to address all sources of pollution using a range of measures tailored to the location. *“Within a clean air zone there is also a focus on measures to accelerate the transition to a low emission economy”*. A CAZ will fall into one of two categories; either charging or non-charging. In the case of Portsmouth, a charging CAZ is being progressed.
- 5.11 The CAZ Framework sets out the minimum requirements in implementing a CAZ, recognising the need to consider the impact on residents, the need for any mitigating measures and avoidance of any displacement effects. A CAZ is clearly expected to:
- be in response to a clearly defined air quality problem, seek to address and continually improve it, and ensure this is understood locally;
 - have signs in place along major access routes to clearly delineate the zone;
 - be identified in local strategies including (but not limited to) local land use plans and policies and local transport plans at the earliest opportunity to ensure consistency with local ambition;
 - provide active support for ultra-low emission vehicle (ULEV) take up through facilitating their use;

⁷ HM Gov (2018) Government to fund local authority plans to tackle air pollution [online] available at:

<https://www.gov.uk/government/news/government-to-fund-local-authority-plans-to-tackle-air-pollution>

⁸ HM Gov (2017) Cycling and Walking Investment Strategy [online] available at:

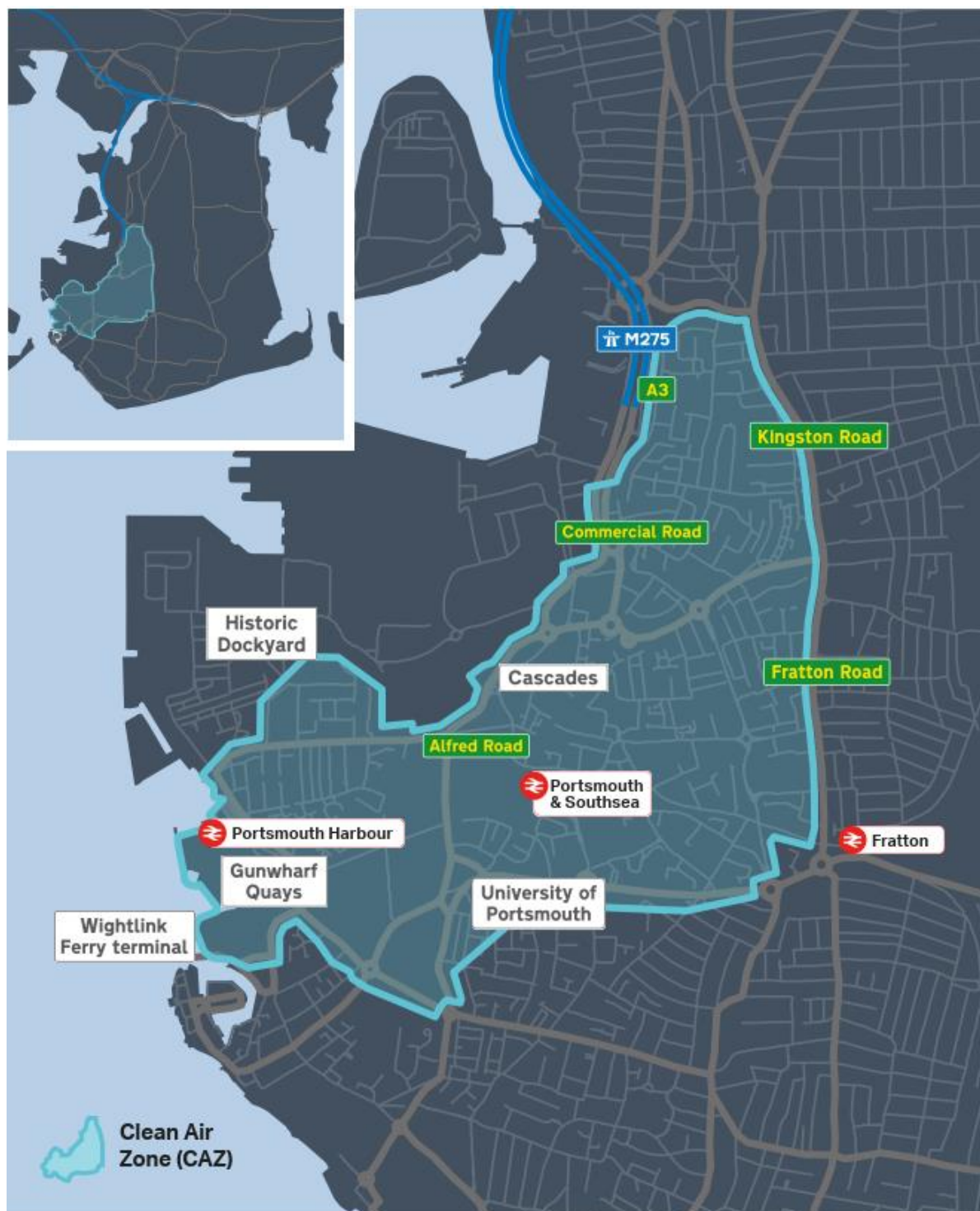
<https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

⁹ DEFRA (2020) Clean Air Zone Framework [online] available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

- include a programme of awareness raising and data sharing;
- include local authorities taking a lead in terms of their own and contractor vehicle operations and procurement in line with this framework;
- ensure bus, taxi and private hire vehicle emission standards (where they do not already) are improved to meet Clean Air Zone standards using licensing, franchising or partnership approaches as appropriate; and
- support healthy, active travel.

5.12 In line with government ambitions and Ministerial Directions, Portsmouth City Council are progressing implementation of the Portsmouth CAZ and supporting this intervention through the LTP4. The charging area has been established and has a clearly defined boundary encompassing the major routes network around the port (see **Figure 5.1**), and the majority of three of the five declared Air Quality Management Areas (AQMAs) in the city.

Figure 5.1: Proposed Portsmouth CAZ

- 5.14 In progressing the implementation of the CAZ, the Council are continuing work to deliver a Class B CAZ in the shortest possible time. The delivery of a Class B CAZ covering the southwest of Portsea Island is legally required per the latest ministerial direction (March 2020). However, since the direction was issued, sensitivity tests have been conducted to consider the possible impacts of the pandemic on future road traffic movements and therefore on concentrations of nitrogen dioxide.
- 5.15 These sensitivity tests have been undertaken on transport and air quality monitoring data to consider the impact of changing travel behaviour and traffic patterns as a result of the pandemic, following methodology agreed by JAQU. Some of the sensitivity tests suggest that a CAZ B might not be sufficient under certain future scenarios and a more stringent CAZ (e.g. CAZ C) could be required, whereas other tests suggest that a CAZ may not be required and that compliance can be achieved naturally due to changing travel behaviour/ patterns. At present JAQU are yet to confirm what action we should take on the basis on the sensitivity tests (if any) and the Council are therefore continuing with plans to deliver a Class B CAZ in the shortest possible time as is legally required.
- 5.16 To support decision-making in this respect, the following options are established as alternatives for consideration through the SEA process:
- **Objective 1 - Option A:** Charging CAZ for Class B
 - **Objective 1 - Option B:** Charging CAZ for Class C
 - **Objective 1 - Option C:** Non-charging CAZ

LTP4 Objective 2: Prioritise walking and cycling

- 5.17 In terms of walking and cycling, the LTP4 is supported by the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) which has identified the key cycle and pedestrian routes which will remain a focus for active travel movement schemes in the City. The Draft LCWIP identifies eleven types of improvements that could be implemented along the identified routes.
- 5.18 The prioritised cycle routes are identified in **Figure 5.2** and the pedestrian routes are identified in **Figure 5.3**.

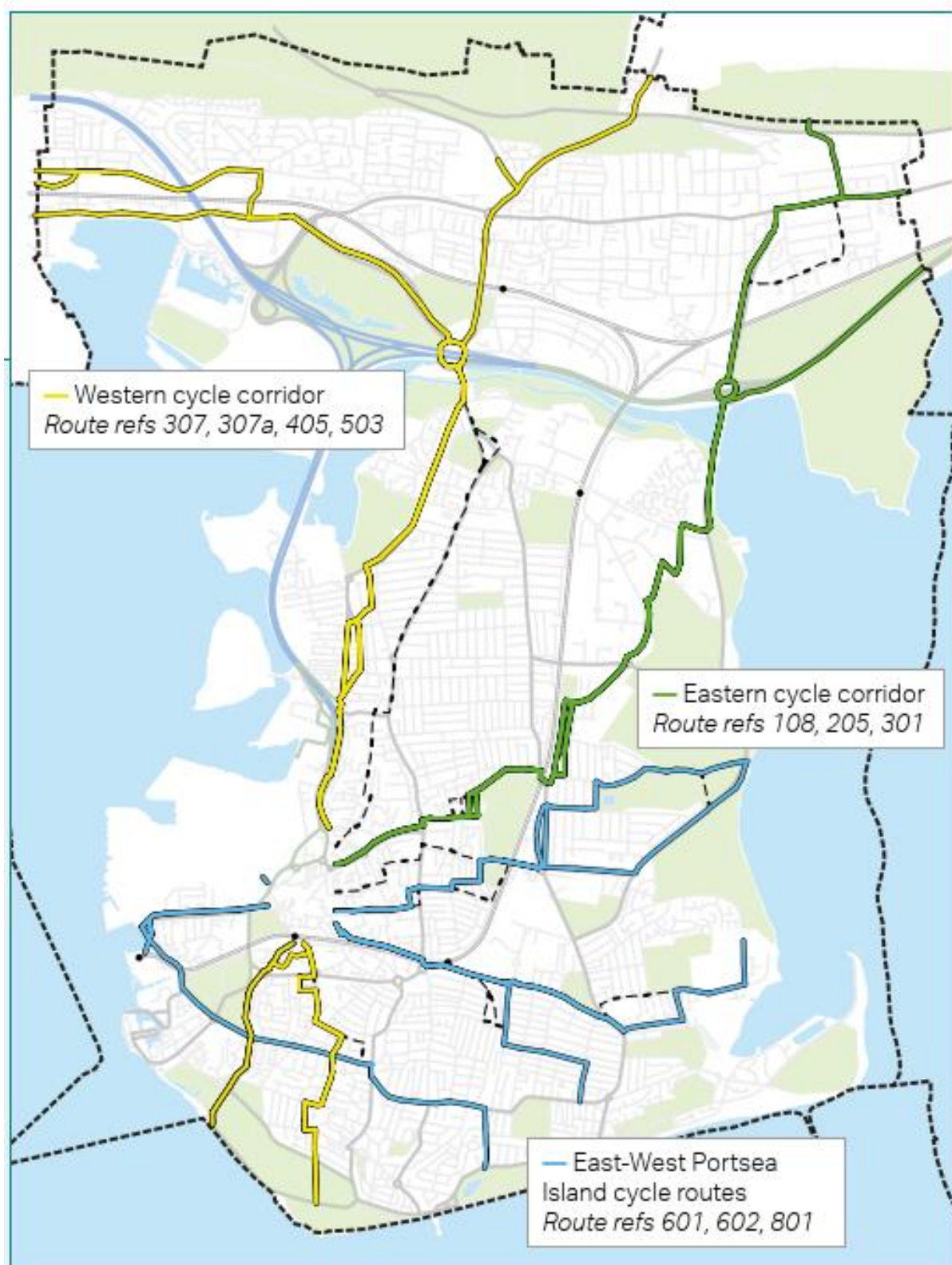
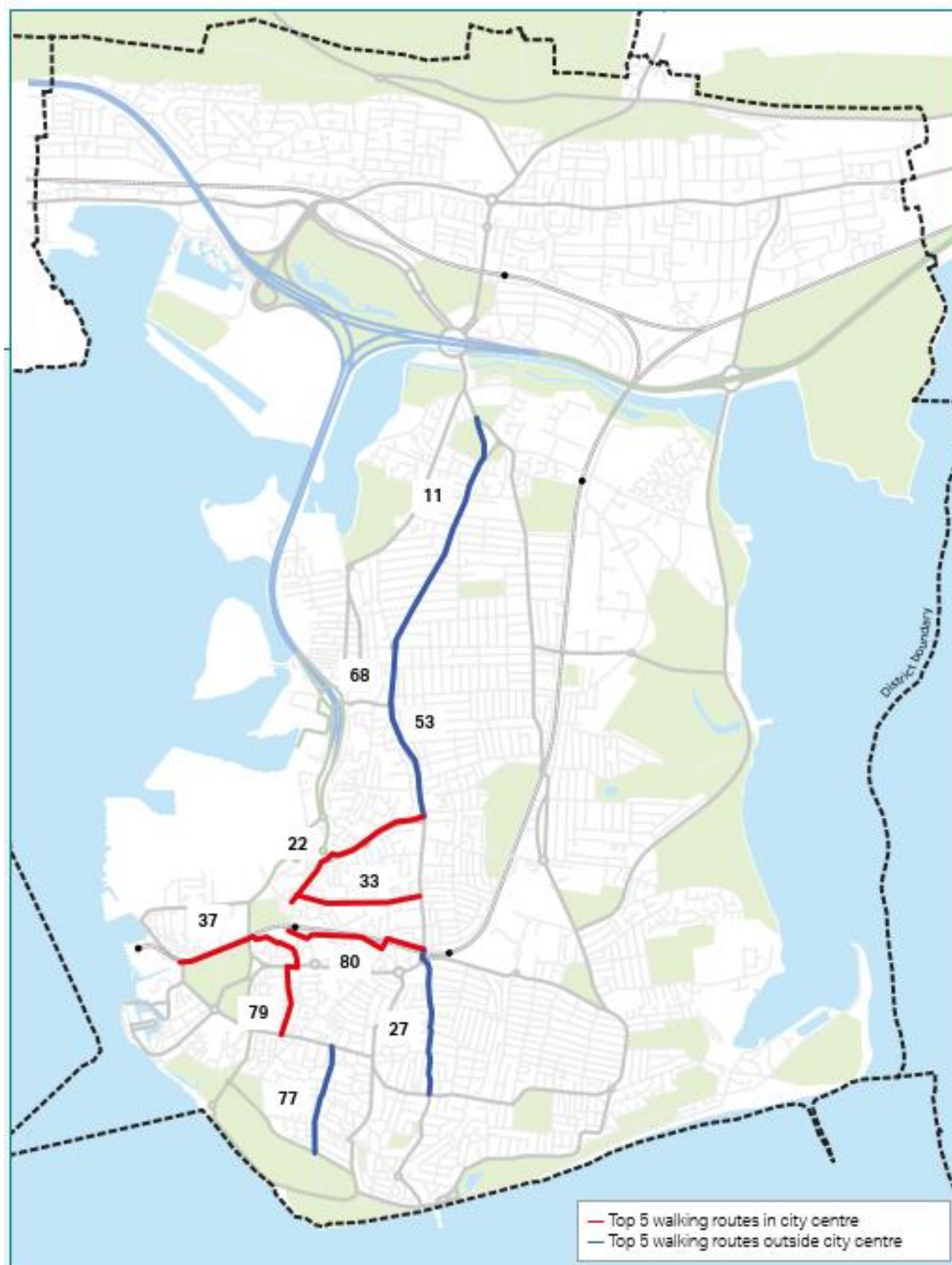
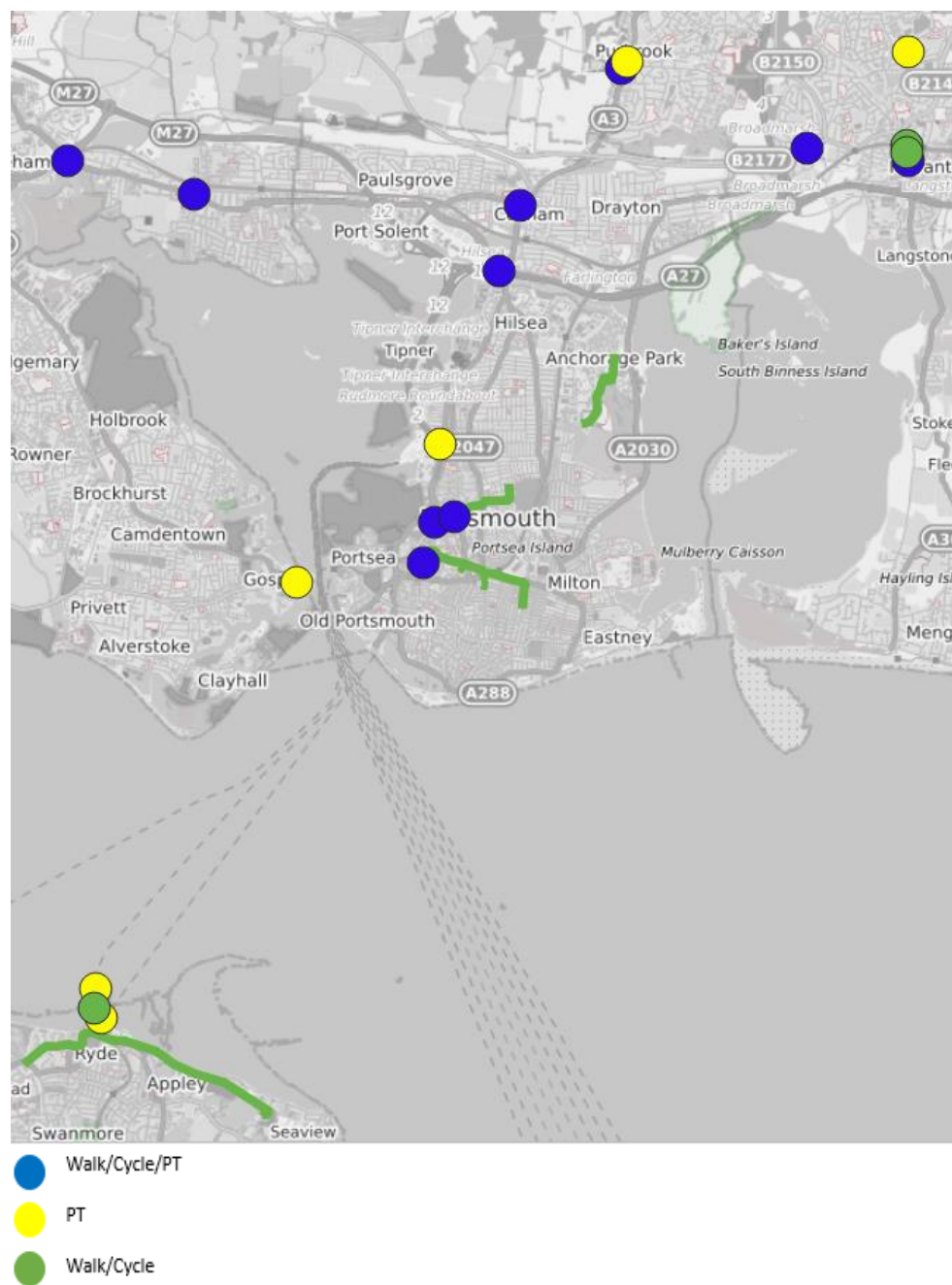
Figure 5.2: Cycle routes plan from the Draft LCWIP

Figure 5.3: Walking routes plan from the Draft LCWIP

- 5.20 To assist in the potential implementation of LTP4 policy supporting these routes, each prioritised route was taken forward for high-level assessment of potential environmental constraints/ sensitivities in relation to key receptors. A methodology for this high-level assessment is presented in **Appendix III**. The initial screening identified those routes that have constraints or sensitivities. The eleven potential types of intervention were also screened to examine high level mitigation considerations in relation to the framework of SEA objectives with the aim of identifying where policy mitigation may support sustainable development objectives.

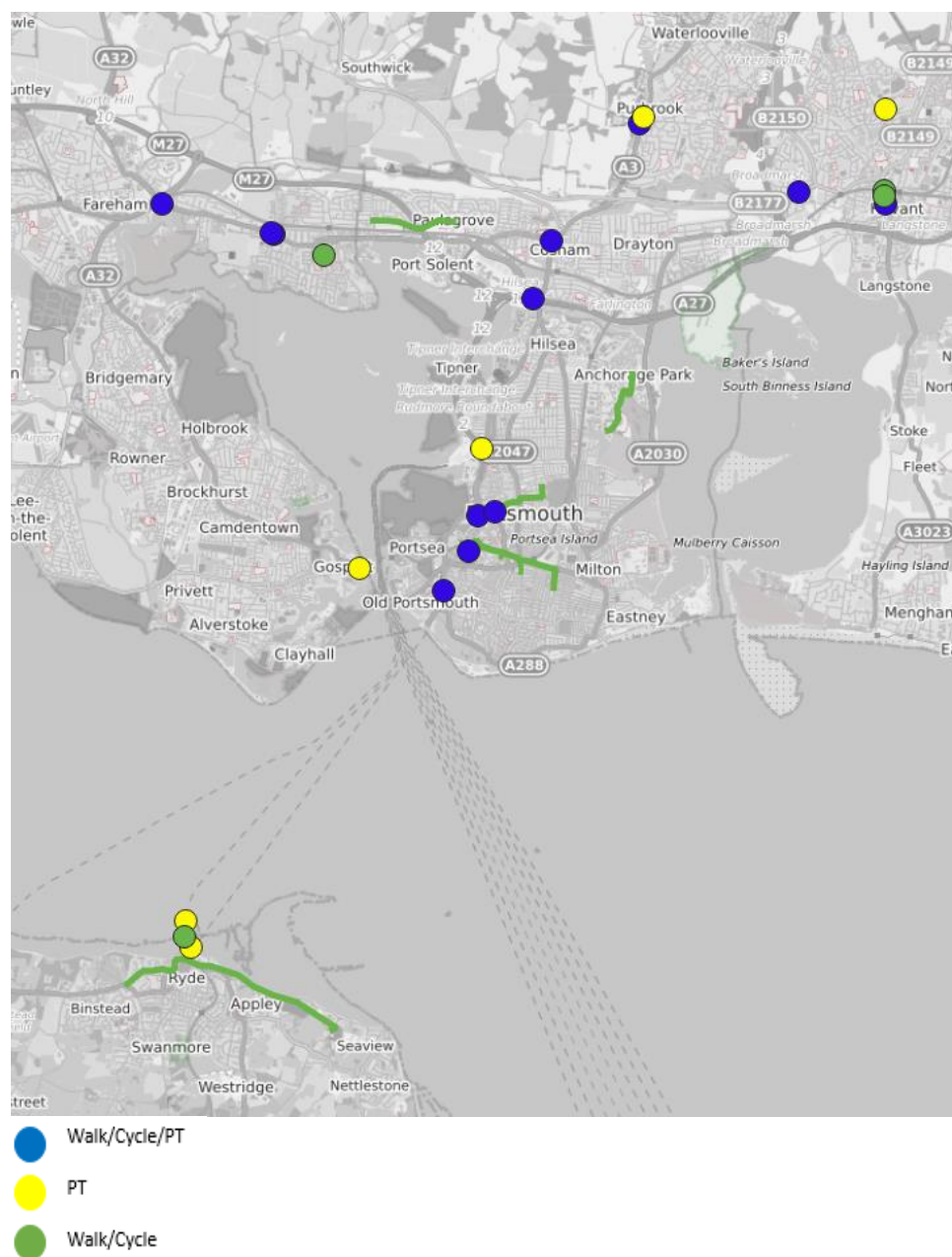
LTP4 Objective 3: Transform public transport

- 5.21 As part of the Transforming Cities Tranche 2 Rebid 2, 170 highway, walking and cycling schemes were subject to initial sifting, quantitative assessment and qualitative assessment to arrive a package of options within the specified budget.
- 5.22 The initial sift assessed the schemes against three criteria sequentially; deliverability, contribution to raising productivity and contribution to reducing CO₂ emissions. 61 schemes remained from the initial sift, which were scored quantitatively against nine objectives defined in the assessment. Following the quantitative scoring and weighting of schemes a qualitative assessment was undertaken to form the schemes into Packages. Engagement between HCC, PCC, IWC, Atkins and Systra teams has informed the resultant three package options in the Rebid.
- 5.23 Package 1 consists of a 'core' set of 23 schemes that performed strongly through the assessment, the locations of which are identified in **Figure 5.4**.

Figure 5.4: Transforming Cities Tranche 2 Rebid Package 1 schemes

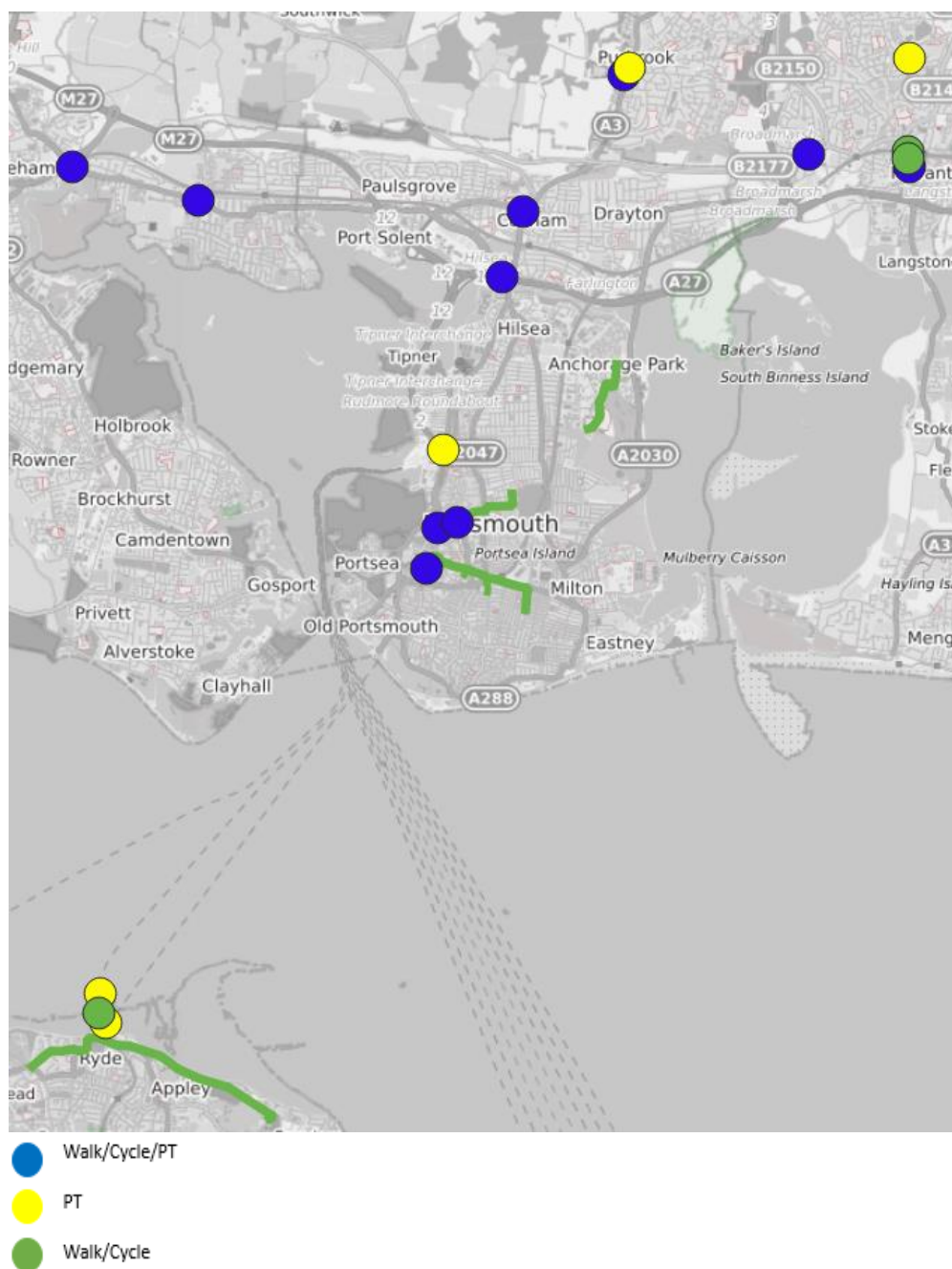
- 5.24 Package 2 consists of the same 'core' set of schemes as Package 1 plus an additional 4 schemes that performed strongly and could complement the 'core' schemes. The locations of the schemes within Package 2 are identified in **Figure 5.5**.

Figure 5.5: Transforming Cities Tranche 2 Rebid Package 2 schemes



- 5.25 Package 3 consists of the 'core' set of schemes minus the Gosport Interchange (HCC-13) scheme, as depicted in **Figure 5.6**.

Figure 5.6: Transforming Cities Tranche 2 Rebid Package 3 schemes



- 5.26 Across the packages, nine of the 'core' bus, walking and cycling schemes are located within the Portsmouth area, and one additional scheme in Portsmouth is submitted under Package 2. The walking and cycling schemes will be progressed through the Draft LCWIP.
- 5.27 The schemes arising in the Transforming Cities Tranche 2 Rebid packages (outside of the Draft LCWIP) were screened to assess the potential for significant effects, and this work is also detailed in **Appendix III**. No schemes were identified for potential significant negative effects at this stage, noting that the accompanying HRA will examine potential effects in relation to European designated biodiversity sites.

LTP4 Objective 4: Support business and protect our assets

- 5.28 A key issue to address under this theme is reducing the impact of freight movement on the highways network. The Council have identified that the one of the main drives to affect freight movement will be through the progression of new consolidation measures.
- 5.29 The aim of consolidation measures are to reduce the number of large vehicles on the city streets, whilst reducing costs for businesses, and the scheme is interlinked with proposals to improve the sustainability of 'last mile' deliveries (using low-emission vehicles). Consolidation centres seek to effectively consolidate vehicle loads, so the minimum number of vehicles are required in undertaking the transportation of any goods. It is intended in Portsmouth that consolidation centres will also link with e-cargo bikes for the 'last mile' deliveries. There are both macro and micro consolidation measures which form part of a strategic network to serve demand whilst minimising vehicle movements. In the case of Portsmouth, macro consolidation centres are likely to be out-of-city and located on key routes. Micro consolidation centres will be delivered within the city confines close to specific locations with high demand for deliveries. Micro consolidation centres can range in form from lockers and collection points to mobility hub locations.
- 5.30 No specific locations for edge of city macro consolidation centres have been identified at this stage. This predominantly reflects the requirement for partnership working in the wider Solent area, where locations outside of the city may better serve the strategic network. However, eight potential locations have been identified as options for further consideration and investigation for micro consolidation centres within the city. These locations are identified in **Figure 5.7**.
- 5.31 These potential options are taken forward for assessment against the framework of SEA objectives as follows:
- **Objective 4 - Option A:** D-Day Car Park (off-street, Seafront area)
 - **Objective 4 - Option B:** Flathouse Road (on-street, city centre area)
 - **Objective 4 - Option C:** Museum Road (on-street, city centre area)
 - **Objective 4 - Option D:** St Georges Road (on-street, city centre area)
 - **Objective 4 - Option E:** Airport Service Road Industrial Estate (on-street, Hilsea area)
 - **Objective 4 - Option F:** Park and Ride expansion and transport hub (off-street, Tipner area – on P&R site)
 - **Objective 4 - Option G:** Cosham Interchange (dependent on bus interchange removal)
 - **Objective 4 - Option H:** Warren Avenue (LGV only)

Figure 5.7: Potential micro consolidation centre locations



Micro Consolidation Site Options

Portsmouth LTP SEA

6. Assessing the reasonable alternatives

6.1 This sections presents the summary assessment findings in relation to the reasonable alternatives established in the previous section. This section should be read in conjunction with **Appendix IV** which provides the full and detailed assessment findings.

Summary alternatives assessment findings

Objective 1: Deliver cleaner air

6.2 As identified in the previous section, two options were identified for assessment under Objective 1 as follows:

- **Objective 1 - Option A:** Charging CAZ for Class B
- **Objective 1 - Option B:** Charging CAZ for Class C
- **Objective 1 – Option C:** Non-charging CAZ

6.3 **Table 6.1** below provides the summary findings for the assessment of these options. The full detailed assessment is presented in **Appendix III**.

Table 6.1: Summary assessment findings for options under Objective 1

SEA theme	Option A	Option B	Option C
Environmental quality	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect
Biodiversity	No likely significant effect	No likely significant effect	No likely significant effect
Climatic factors:	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect
Landscape	No likely significant effect	No likely significant effect	No likely significant effect
Historic environment	No likely significant effect	No likely significant effect	No likely significant effect
Land, soils and water resources	No likely significant effect	No likely significant effect	No No likely significant effect
Population and human health	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect

6.4 Under all options the introduction of a city centre CAZ is considered for benefits in relation to environmental quality, biodiversity, climate change, landscape, the historic environment, and population and human health. Significant positive effects are anticipated under the SEA themes of environmental quality, climate change mitigation and human health and these are likely to be enhanced by an incentivised increased uptake in Options A and B given the charging schemes and financial implications attached to these options.

6.5 Option B (Class C) is considered for slightly enhanced positive effects by its increased coverage/ capture of more polluting vehicles. However, it is recognised that Option B (Class C) also has increased financial implications for smaller business, the self-employed and social networks in the city.

Objective 2: Prioritise walking and cycling

6.6 As identified in the previous section, prioritised routes were taken forward for high-level assessment of potential environmental constraints/ sensitivities in relation to key receptors. A methodology for this high-level 'RAG' assessment is presented in **Appendix III** and the results are presented in **Table 6.2** below.

Table 6.2: 'RAG' analysis of routes where infrastructure is proposed under Objective 2

Route	Fluvial Flood Risk	Surface Water Hotspot	Conservation Area	Registered Park or Garden	Scheduled Monument	Listed Building	Locally Listed Building	Area of Archaeological Constraint	SAC	SPA/ pSPA	Ramsar	SW Brent Goose Network	SSSI	LNR	LWS	Priority Habitat	Ecological Network Opportunity Area	Ancient woodland	TPO
108																			
205																			
301																			
307																			
405																			
503																			
601																			
602a																			
602b																			
801																			

6.7 The potential types of improvements within these routes were explored in more detail in relation to the framework of SEA objectives to identify any potential high-level mitigation considerations. The findings for this screening work are provided in **Table 6.3** below and in **Appendix III**.

Table 6.3: Screening of infrastructure proposals along the identified routes under Objective 2

Type of improvement	Mitigation considerations (applicable to all types of improvement)
Raised tables At-grade crossing facilities Parklets Grade-separated crossings Shared-use or segregated cycle paths Bus by-pass/ Floating bus stop Bus-gates Mandatory or advisory cycle lanes Wider pedestrian refuge islands Footway buildouts with pedestrian priority across junctions	<ul style="list-style-type: none"> Any changes to levels and heights in road infrastructure and any introduction of new hard surfaces, should consider an appropriate long-term drainage strategy to avoid negative effects in relation to surface water flood risk affecting road infrastructure. Permeable surfaces should be used where possible. Development should consider short-term impacts and long-term effects on the setting of any designated or non-designated heritage assets nearby. This should be reflected through appropriate design considerations. Development should seek to minimise the loss of or disturbance to habitats, particularly any road side verge habitats that contribute to ecological connectivity. Development within the vicinity of national or European designated biodiversity sites should consider any potential

Type of improvement	Mitigation considerations (applicable to all types of improvement)
	<p>changes to the natural flow of water (particularly in a flood event) which may affect biodiversity.</p> <ul style="list-style-type: none"> Where development provides an opportunity to deliver new habitats or green infrastructure this should be encouraged. Where appropriate, archaeological investigation should be prioritised prior to development works.

Objective 3: Transform public transport

6.8 As identified in the previous section, additional schemes to those being progressed through the Draft LCWIP have been submitted as part of the Transforming Cities Tranche 2 Rebid. These schemes were explored in more detail in relation to the framework of SEA objectives to identify any potential for significant effects. The summary findings for this screening work are provided in **Table 6.4** below and the detailed table can be found in **Appendix III**.

Table 6.4: Screening of additional schemes under Objective 3

Scheme reference	Likely significant effect?
PCC-1	The area forms part of a Surface Water Hotspot. The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.
PCC-4	<p>The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p> <p>The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.</p>
PCC-10	The area falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.
PCC-11	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-13	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-18	<p>The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>Any proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p> <p>The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.</p>
PCC-15	<p>The area forms part of a rich heritage setting; surrounded by three Conservation Area and near to Southsea Common Registered Park or Garden. The area also lies close to flood risk areas and is located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely. Further consultation with Historic England is recommended in progression of this scheme.</p> <p>The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p>

Objective 4: Supporting business and protecting our assets

6.9 As identified in the previous section, eight locations are being considered as potential areas for new micro consolidation centres and these form the options for assessment under this objective. The locations are:

- **Objective 4 - Option A:** D-Day Car Park (off-street, Seafront area)
- **Objective 4 - Option B:** Flathouse Road (on-street, city centre area)
- **Objective 4 - Option C:** Museum Road (on-street, city centre area)
- **Objective 4 - Option D:** St Georges Road (on-street, city centre area)
- **Objective 4 - Option E:** Airport Service Road Industrial Estate (on-street, Hilsea area)
- **Objective 4 - Option F:** Park and Ride expansion and transport hub (off-street, Tipner area – on P&R site)
- **Objective 4 - Option G:** Cosham Interchange (dependent on bus interchange removal)
- **Objective 4 - Option H:** Warren Avenue (LGV only)

6.10 The summary findings for the assessment of these options is provided below and the full detailed assessment is presented in **Appendix III**.

6.11 The assessment found that none of the options are likely to result in a significant effect in relation to any of the SEA objectives.

6.12 Minor positive effects are considered likely overall for all of the objectives, given the reduced presence of polluting vehicles supporting improved air quality, climate change mitigation objectives, and a more pleasant environment in general in terms of character and quality of place. Any infrastructure proposals under the options are likely to be small-scale and will utilise available brownfield land opportunities. Despite this it is recognised that any infrastructure proposals will need to consider the following:

- Fluvial/ tidal flood risk constraints at Options A, E, F and G;
- Mitigation to protect water quality and reduce flood risk impacts at Options E and G, which are located close to a Surface Water Hotspot;
- Opportunities to deliver biodiversity net gain (at all options, but particularly Option F);
- Designated heritage assets and their settings, ensuring development is responsive to local character and historic features at all options except Option F.

7. Developing the preferred approach

- 7.1 This section presents the Council's response to the alternatives assessment and outlines the main reasons for developing the preferred approach in terms of schemes/ policy directions to improve the function, efficiency and sustainability of transport and movement in Portsmouth in line with the identified objectives for the Plan.

Objective 1: Deliver cleaner air

- 7.2 The progression of the city centre CAZ will be further influenced by the outcomes of sensitivity testing and further consultation with central government. At this stage, the Council are continuing to work to deliver a Class B city centre CAZ in the shortest possible time to address its legal requirements.

Objective 2: Prioritise walking and cycling

- 7.3 The assessed routes under this option are all being progressed as part of the identified network consulted upon through the Draft LCWIP development. The SEA has highlighted where there is a potential for impacts (both positive and negative) which will be taken into consideration as the projects progress.

Objective 3: Transform public transport

- 7.4 The progression of schemes assessed under this objective will largely be reflective of the outcomes of the Transforming Cities Tranche 2 rebid. The SEA has highlighted where there is a potential for impacts (both positive and negative) which will be taken into considerations as the schemes progress.

Objective 4: Support business and protect our assets

- 7.5 All sites are likely to be progressed as micro consolidation site options, although the extent of each individual scheme has yet to be determined. The SEA has highlighted where there is a potential for impacts (both positive and negative) which, alongside consultation responses, will inform further decision-making in this respect.

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2)

8.1 Part 2 of the report presents an appraisal of the LTP4 as a whole; including the 18 draft policies which are aligned with the objectives of the plan as outlined in **Table 8.1** below.

Table 8.1: Proposed policies in the LTP4

Objective	Aligned policies
Deliver cleaner air	Policies A to F
Prioritise walking and cycling	Policies G to I
Transform public transport	Policies J to M
Support businesses and protect our assets	Policies N to R

Methodology

8.2 The appraisal identifies and evaluates 'likely significant effects' of the LTP4 on the baseline, drawing on the sustainability themes and objectives that were identified through scoping (see **Table 3.1**) as a methodological framework. In total, there are seven themes relating to:

- Environmental quality
- Biodiversity
- Climatic factors
- Landscape
- Historic environment
- Land, soil and water resources
- Population and human health

8.3 Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the proposals under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g. in relation to Plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim to strike a balance between comprehensiveness and conciseness/ accessibility). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is nonetheless possible and helpful to comment on merits (or otherwise) of the Strategy in more general terms.

8.4 Finally, it is important to note that effects are predicted taking account of the effect characteristics and 'significance criteria' presented within Schedules 1 and 2 of the SEA Regulations.¹⁰ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative/ in-combination effects are also considered, i.e. the potential for the Plan to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. Explicit reference is made within the appraisal as appropriate (given the need to balance the desire of systematic appraisal with a desire to ensure conciseness/accessibility).

¹⁰ Environmental Assessment of Plans and Programmes Regulations 2004

9. SEA of the LTP4

9.1 This section presents the appraisal of the LTP4 under the SEA themes, which are linked to the SEA framework (see **Table 3.1**).

Assessment of the LTP4

Environmental quality

9.2 In terms of air quality, with a dedicated objective to deliver cleaner air, LTP4 proposes policies to support this objective and is predicted overall to have long-term positive effects for environmental quality. Key measures are promoted to directly affect air quality in Portsmouth, which include:

- a new charging city centre Clean Air Zone;
- increasing the number of available electric vehicle (EV) charging points in the plan area;
- changing parking capacity and pricing, including expanding park and ride;
- using the parking permits fee to encourage low emission and fewer vehicles;
- progressive tightening of taxi licensing rules; and
- exploring ways to discourage private off-street parking while promoting alternatives to car use.

9.3 The Clean Air Zone emerges as a result of Ministerial Directions requiring the Council to achieve compliance with legal limits for NO₂ in the shortest possible time. Technical modelling undertaken in fulfilment of these Ministerial Directions demonstrates that introducing a Class B charging Clean Air Zone (CAZ) in the city is likely to be the most effective measure to deliver cleaner air and meet the legal obligation faced by the council. Policy A of the LTP4 identifies the Council's intent to *"implement a Government directed city centre Clean Air Zone in 2021."* The CAZ will encompass four out of the five AQMAs in the City to reduce NO₂ levels where they are highest. The CAZ will charge the most polluting vehicles within the zone, including buses, coaches, taxis, private hire vehicles and heavy goods vehicles. The charges can not only incentivise alternative and less polluting vehicles, but also capture costs at source point to support future mitigation. The CAZ is considered likely to support significant long-term positive effects for air quality in this respect.

9.4 A large part of implementing the zone includes working with commercial sectors to make vehicle fleets that operate in the city more sustainable; of which low emissions vehicles which can avoid future charges will be a prominent feature. In this respect Policy B seeks to *"support infrastructure for alternative fuelled vehicles"* to ensure that the built environment adapts to support these changes. The policy recognises the governments intent to ban the sale of diesel and petrol cars by 2030, which requires a significant investment in infrastructure to support the emerging new technologies. To meet these needs the Council outlines its aims to continue successful existing schemes such as the 'On-street Residential Chargepoint Scheme' and invest in new infrastructure. This includes the upgrading of off-street council owned car parks, and a strategic network of rapid charging hubs. A Parking Strategy is also being developed to support these measures, and the Council intends to *"require EV charging infrastructure where car parking is provided in new developments"*. Lower emission buses are also anticipated to support expanded Park and Ride opportunities and partnership working across the Solent region is recognised for its potential to support strategic network connections.

9.5 To target emissions from residents, Policy C captures the opportunity to utilise the existing parking permit scheme to incentivise fewer and cleaner vehicles, as well as car clubs. These schemes currently charge residents to park on-street outside their homes (disincentivising ownership) and limits permits to two per household in zones with the greatest parking pressures. To support cleaner air in these areas, the Council intends to *"introduce differential charging for permits of the first vehicle according to emissions. If it is electric the permit will be free"* or alternatively the charge is reduced for lower emission vehicles. Further to this the

Council maintains that *“there will be no discount for a second or third vehicle to discourage multiple vehicle ownership”*. Car clubs are also recognised for their potential to support residents who only need infrequent access to a car and reduce vehicle ownership in this respect.

- 9.6 To support an alternative and more sustainable option for movement through the city, the Council capitalises on opportunities to *“expand the Portsmouth Park and Ride and create a transport hub”* under Policy D; recognising the benefits of both reducing the number of vehicles travelling within the city, and supporting low-emission vehicles to make these trips. Policy D recognises the benefits of an interlinked approach in expanding the Park and Ride while simultaneously reducing parking provision within the city; to intercept more traffic before it reaches the city centre and incentivise its use. Further to this, it is intended for the expanded Park and Ride to connect directly with the proposed new cycle network to provide an alternative active travel option into the city centre.
- 9.7 Policy E specifically addresses the issue of non-residential parking within the city, recognising that the ease of access to private parking at workplaces is a large contributor to the high-levels of in-commuting by car. Whilst providing attractive alternatives to the car plays large role, the Council recognises that *“increasing the cost and reducing the number of private non-residential parking spaces will be a key part of bringing about the change in travel patterns needed”*. In this respect, the Council outlines its intentions to explore a Workplace Parking Levy (WPL) to reduce levels of in-commuting and support new revenue streams that can fund enhancements to more sustainable infrastructure provisions/ schemes. Targeting behavioural change is a theme which continues through Policy F, which seeks to *“deliver residential and business behaviour change initiatives”*; recognising the additional benefits of aligning infrastructure investment with behavioural change to maximise effects.
- 9.8 This is considered alongside the further objectives and measures of the Plan to support increased public transport use and active travel, including through an improved bus, cycle and pedestrian route network, and reduce freight journeys on the core road network; which on the whole is likely to support a reduced vehicle dominance in the Plan area. Measures such as new consolidation centres and the South East Hampshire Rapid Transit scheme can directly reduce vehicle use on the core road network in Portsmouth, particularly motorway traffic contributing to noise and as well as air pollution effects.
- 9.9 Policy N proposes targeted capacity improvements, including exploring the potential for the delivery of a new link to Junction 1 of the M275. This could help minimise impacts of proposed strategic growth through the emerging Local Plan on air quality, as well as help to address existing traffic and air quality issues at the Rudmore Roundabout.

Summary

- 9.10 As a result of the significant investment in schemes and measures to support a move to low emission vehicle movements (particularly within the areas which current exceed emissions limits), the LTP4 policies are considered likely to directly improve environmental quality in the city, and **long-term significant positive effects** are anticipated overall.

Biodiversity

- 9.11 In relation to biodiversity, the overall drive of the LTP4 to move towards more efficient networks with reduced traffic and congestion is likely to provide indirect support for habitats and species in the Plan area, by improving air quality, and reducing the effects of noise and light pollution.
- 9.12 The European designated biodiversity sites that surround Portsmouth are likely to come under pressure, particularly when considering potential construction phases for associated schemes, including the new Tipner and Horsea Link Bridge. The measures outlined to directly improve air quality, such as the Clean Air Zone under Policy A will also support the integrity of these sites. The LTP4 is being accompanied by a HRA which will assess in detail the potential effects in relation to the integrity of the European Designated Sites and provide mitigation recommendations where necessary.

- 9.13 An analysis of schemes which form the Transforming Cities Tranche 2 Rebid and Draft Local Cycling and Walking Infrastructure Plan (LCWIP) has identified additional potential constraints in relation to biodiversity. Most routes intersect a Site of Special Scientific Interest (SSSI) and Priority Habitats, additionally, Routes 301 and 602b both also intersect a Local Wildlife Site (LWS).
- 9.14 Negative effects may arise (particularly in the short-term during construction of infrastructure proposals); as a result of increased disturbance, noise and light pollution. However, it is recognised that all schemes seek to contribute to the outlined Plan objectives and are likely to support biodiversity in the longer-term, particularly as a result of cleaner air.
- 9.15 To enhance the potential for positive effects, it is recognised that where appropriate, some of the infrastructure proposals could contribute to improved ecological connectivity and deliver net gains. This is a particular consideration for the Portsmouth Park and Ride expansion and transport hub scheme which lies within an Ecological Network Opportunity Area with SW Brent Goose Network site in the south eastern area.
- 9.16 Policy N proposes targeted capacity improvements, including exploring the potential for the delivery of a new link to Junction 1 of the M275. These infrastructure improvements could have impacts on biodiversity; however, the nature and significance of effects is uncertain at this stage until further details are known.

Summary

- 9.17 Whilst negative effects for biodiversity may arise (particularly in the short-term during construction) as a result of increased disturbance, noise and light pollution, the overall effects are considered likely to be **indirect minor positive effects** given the interventions identified which are likely to support biodiversity with cleaner air and reduced effects of noise pollution.

Climatic factors

- 9.18 The objectives of the LTP4 to deliver cleaner air, prioritise walking and cycling, and transform public transport all provide direct support for climate change mitigation objectives and long-term positive effects are anticipated in this respect.
- 9.19 Measures are outlined, as explored under the environmental quality SEA theme above, which specifically target reducing emissions in the city and upgrading infrastructure to prepare for low and zero carbon vehicles. This includes the introduction of a charging city centre Clean Air Zone (Policy A) to incentivise alternative and less polluting vehicles as well as capture costs at source point for more polluting vehicles to support future mitigation. A large part of implementing the zone also includes working with commercial sectors to make vehicle fleets that operate in the city low emissions vehicles. Supported by Policy B which seeks to “*support infrastructure for alternative fuelled vehicles*” significant measures are taken to ensure that the built environment adapts to support the required technological changes. This includes the ‘On-street Residential Chargepoint Scheme’, upgrading of off-street council owned car parks, and a strategic network of rapid charging hubs. A Parking Strategy is also being developed to support these measures, and the Council intends to “*require EV charging infrastructure where car parking is provided in new developments*”. To incentivise fewer and cleaner vehicle ownership in residents, differential charging for parking is promoted through Policy C.
- 9.20 Lower emission buses are also anticipated to support expanded Park and Ride opportunities proposed through Policy D. Further to this, it is intended for the expanded Park and Ride and transport hub to connect directly with the proposed new cycle network to provide an alternative active travel option into the city centre.
- 9.21 Policy E specifically addresses the issue of non-residential parking within the city, recognising that the ease of access to private parking at workplaces is a large contributor to the high-levels of in-commuting by car. Whilst providing attractive alternatives to the car plays large role, the Council recognises that “*increasing the cost and reducing the number of private non-residential parking spaces will be a key part of bringing about the change in travel patterns needed*”. In this respect, the Council outlines its intentions to explore a Workplace Parking Levy (WPL) to reduce levels of in-commuting and support new revenue streams that can fund enhancements

to more sustainable infrastructure provisions/ schemes. It is also recognised that a reduced parking capacity has the potential to free up brownfield land opportunities to support more efficient housing and employment growth opportunities.

- 9.22 This is supported by significant measures to prioritise walking and cycling, including new and continuous walking and cycling routes identified through the supporting Draft Local Cycling and Walking Infrastructure Plan (LCWIP). Policy G seeks to deliver “*continuous cycleways, as well as widened and higher-quality footways, improved crossings*” and “*public realm schemes in local centres to improve their attractiveness*”. Policy C recognises that “*micro-mobility can play an important role in enabling convenient and seamless travel across the city without a car*”. The Council are currently participating in a government rental e-scooter trial scheme with a number of fully-racked mandatory parking areas located in the city, from which people can collect and return e-scooters.
- 9.23 In terms of public transport, the implementation of Policy K to “*develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth*” will provide significant support for wider sustainable transport connections. The dedicated service is targeted at improving both connectivity and journey times, with increased city centre connections (to include growth at Tipner and Horsea Island) and bus priority measures. This is supported by the measures outlined through Policy J to “*prioritise local bus services over general traffic*” and “*make journeys by public transport quicker and more reliable*” with a focus “*on less well served connections east-west in the city*”.
- 9.24 This is considered alongside Policy L, which seeks to “*deliver high quality transport interchanges, stations and stops*” in support of ‘seamless’ journeys; including Real Time Information, cycle parking and cycle hire provisions to support ‘first or last mile’ journeys and ‘Transport Hubs’ at key interchanges. Policy J further seeks to deliver ‘Demand Responsive Transport’ services to support local communities where bus services are less viable (being particularly promoted through the Future Transport Zones programme). The policies are considered in this respect for their cumulative benefits in creating a coherent strategic movement network that provides real and better alternatives to the private car. This is also supported by Policy M which seeks to improve the affordability of public transport services, incentivising increased usage in this respect.
- 9.25 Policies N and O are also considered for their integrated efforts to improve access to and from the port and reduce the impacts of freight movement. This includes through the introduction of consolidation centres supported by low emission ‘last mile’ journeys; ultimately reducing the numbers of the most polluting vehicles in the city.
- 9.26 The measures coherently address both the technological and behavioural changes required to support climate change mitigation and the Council’s intentions to become carbon neutral by 2030 (given their recent declaration of climate emergency); significant long-term positive effects are anticipated overall in this respect.
- 9.27 In relation to climate change adaptation, it is recognised that a number of the schemes may ultimately result in new infrastructure or increased hard surfacing, and potentially within areas of high to medium fluvial or surface water flood risk. Surface-water management to avoid any increases in polluted run-off or flood risk is required to ensure that development supports long-term adaptation requirements in respect of water quality and reducing flood risk. Whilst the provisions of the NPPF and Local Plan are likely to ensure that development does not lead to any significant effects, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council’s intent to support sustainable development in this respect.

Summary

- 9.28 The LTP4 policies together are considered for significant interventions in support of climate change mitigation and the Council’s aim to become carbon neutral by 2030. This includes targeted interventions to improve air quality and prioritise active travel opportunities and public transport connections, as well as efforts to reduce the impact of freight movements, particularly that associated with port operations. As a result, **long-term significant positive effects** are anticipated overall in relation to climate change mitigation.

- 9.29 In relation to climate change adaptation, the flood constraints in the city will need to be considered in infrastructure proposals, and surface water management to avoid polluted run-off should be considered where applicable. However, given existing mitigation provided through the NPPF and Local Plan policies, no significant effects are considered likely. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to support sustainable development in this respect.

Landscape

- 9.30 In relation to the cityscape of Portsmouth, the overall drive of the LTP4 to move towards more efficient movement networks, with reduced traffic, particularly in terms of freight movements and heavy goods vehicles (Policies N and O), is likely to support a more scenic and harmonious atmosphere that supports the experience of the place. Improving strategic access to the ports is likely to improve the cityscape feel for residents in particular; who are subject to strategic operational movements in the city that support the wider region and beyond. As outlined through Policies G, I, L and R, the LTP4 seeks to improve the public realm, particularly by improving footways, crossings and movement at key transport interchanges. This is considered for likely long-term minor positive effects in relation to the cityscape.
- 9.31 The LTP4 is not considered likely to significantly affect any designated landscape areas; however, potential localised cityscape impacts are recognised through the schemes that may affect areas of parkland and protected trees. The effects are likely to be most pronounced in the short-term during construction phases and to avoid any long-term negative effects, infrastructure proposals should seek to avoid any loss of trees or natural features which contribute to the character of the area.
- 9.32 Policy N proposes targeted capacity improvements, including exploring the potential for the delivery of a new link to Junction 1 of the M275. These infrastructure improvements could have impacts on landscape and townscape; however, the nature and significance of effects is uncertain at this stage until further details are known.

Summary

- 9.33 Infrastructure proposals will need to avoid any loss of trees or natural features to avoid localised minor negative effects arising for landscape character. On this assumption, **long-term minor positive effects** are considered likely overall; as a result of reduced traffic and congestion impacts affecting landscape character, and targeted interventions to improve the public realm.

Historic environment

- 9.34 In relation to the historic environment, the overall drive of the LTP4 is to move towards more efficient networks with reduced traffic and congestion. This is likely to provide indirect support for the historic environment, in reducing traffic and congestion, improving accessibility, and promoting a higher-quality public realm. This is considered conducive to opportunities to both appreciate and better reveal the significance of the historic environment in Portsmouth, as well as improving the settings of both designated and non-designated assets.
- 9.35 An analysis of schemes which form the Transforming Cities Tranche 2 Rebid and Draft Local Cycling and Walking Infrastructure Plan (LCWIP) has identified potential constraints in relation to the historic environment. Cycle routes 307 and 405 both intersect a Registered Park or Garden, and alongside these two routes, routes 601, 603 and 802 also intersect a Conservation Area. Most cycle and walking routes intersect Listed Buildings or Locally Listed Buildings, as well as areas of archaeological restraint. On this basis it is recognised that there is potential for negative effects; however, these are considered likely to be predominantly minor and short-term during construction phases.
- 9.36 Infrastructure proposals will need to demonstrate due consideration of heritage assets and their settings to minimise any localised impacts. Given the existing policy mitigation provided through the NPPF and Local Plan policies, no significant negative effects are considered likely.

- 9.37 Targeted interventions outlined through Policies G, I, L and R seek to improve the public realm, particularly by improving footways, crossings and at key transport interchanges. These interventions are considered for their contribution to place-making and local character; providing support for heritage settings, including Conservation Areas. Minor long-term positive effects are anticipated in this respect.
- 9.38 Policy N proposes targeted capacity improvements, including exploring the potential for the delivery of a new link to Junction 1 of the M275. These infrastructure improvements could have impacts on the historic environment; however, the nature and significance of effects is uncertain at this stage until further details are known.

Summary

- 9.39 A potential for negative effects is identified as a result of infrastructure proposals which intersect designated heritage settings; however, these effects are considered likely to be predominantly minor and short-term during construction, and protections for these settings are provided through the NPPF and Local Plan policies. Overall, the targeted interventions to improve the public realm are considered likely to lead to **residual minor long-term positive effects**.

Land, soil and water resources

- 9.40 Policy E specifically seeks to address the issue of non-residential parking within the city, recognising that the ease of access to private parking at workplaces is a large contributor to the high-levels of in-commuting by car. Whilst providing attractive alternatives to the car plays large role, the Council recognises that *“increasing the cost and reducing the number of private non-residential parking spaces will be a key part of bringing about the change in travel patterns needed”*. In this respect, the Council outlines its intentions to explore a Workplace Parking Levy (WPL) to reduce levels of in-commuting and support new revenue streams that can fund enhancements to more sustainable infrastructure provisions/ schemes. Indirect benefits for land use are recognised in this ambition, as a reduced parking capacity has the potential to free up brownfield land opportunities to support more efficient housing and employment growth opportunities as well as new green spaces. On this basis, minor long-term positive effects are anticipated in relation to soils and efficient land use.
- 9.41 In relation to water quality, it is recognised that a number of the infrastructure proposals may ultimately result in increased hard surfacing. Surface-water management to avoid any increases in polluted run-off is required to ensure that development supports WFD requirements in respect of water quality. Whilst the provisions of the NPPF and Local Plan are likely to ensure that development does not lead to any significant effects, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to maintain or improve water quality in this respect.
- 9.42 Policy N proposes targeted capacity improvements, including exploring the potential for the delivery of a new link to Junction 1 of the M275. These infrastructure improvements could have impacts on land and water quality; however, the nature and significance of effects is uncertain at this stage until further details are known.

Summary

- 9.43 The LTP4 policy provisions to reduce parking capacity are recognised for likely **minor long-term positive effects** in relation to efficient land use; by freeing up brownfield land opportunities for alternative housing and growth or new green spaces. Whilst infrastructure proposals which increase hard surfacing in the city will need to manage the effects of polluted water run-off in relation to water quality, no significant effects are anticipated, particularly considering the existing policy mitigation provided through the NPPF and Local Plan. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to maintain or improve water quality in this respect.

Population and human health

- 9.44 The policies and objectives of the LTP4 are considered for their potential to support the SEA objectives in relation to sustainable economic development, improving the health and wellbeing of residents, and maintaining and enhancing accessibility for all people; and deliver long-term positive effects in this respect.
- 9.45 In relation to supporting sustainable economic development, the LTP4 seeks to ultimately improve the movement networks within and surrounding the city, which is likely to directly benefit local and regional economies with improved accessibility. The proposals seek to enhance key connections within the city (e.g. the Tipner and Horsea new link bridge) as well as beyond. This includes the proposed rapid transit network connecting key locations in the city with South East Hampshire (Policy K), as well as a strategic network of macro and micro consolidation measures, supported by 'last mile' delivery schemes to reduce the traffic impact of freight movement (Policy O). This is considered likely to support local businesses with a more efficient local goods movement network which is less impacted (including financially) by traffic and congestion. Reduced general traffic flows through the city centre promoted through Policy I (and supported by the measures of other policies) are also considered for evidenced economic benefits which include *"higher levels of footfall"* and *"reduced vacancy rates"*.
- 9.46 Whilst some of the proposed measures have the potential to impact local economies, the policies outline the measures that will be taken to ensure economic vitality is maintained and enhanced. For example, the Council outlines under Policy A its intentions to support local fleets, including with significant investment, to upgrade vehicles and ensure fleets that operate daily in the proposed charging CAZ are not disproportionately affected by its introduction.
- 9.47 Whilst the introduction of a Work Place Levy (WPL) has the potential to affect local businesses, the Council outlines its intentions under Policy E to work closely with them *"to ensure that it does not negatively impact the economy and offer benefits to business"*. Reducing parking capacity in the city centre will also provide brownfield land opportunities and new green spaces in highly accessible areas to support enhanced economic vitality and growth and significant long-term positive effects in this respect.
- 9.48 Policies N and O seek to improve access to the port and reduce the impact of freight movements in the city, and consolidation centres are also considered for their potential to reduce costs for businesses moving goods in the city. The policies are likely to lead to minor long-term positive effects for both local and regional economies in this respect.
- 9.49 In relation to resident health and wellbeing, the LTP4 seeks to improve movement networks in the city, which will benefit resident health and wellbeing in a number of ways. Measures are outlined to tackle poor air quality in the city to the direct benefit of resident health and wellbeing (as explored in detail under the 'air quality' SEA theme above). The measures are considered likely to reduce the impacts on health associated with poor air quality, particularly for more vulnerable groups such as those with existing respiratory illnesses.
- 9.50 Improved cycle and pedestrian networks provide greater and more attractive active travel opportunities, again to the direct benefit of resident health and wellbeing. Further to this, measures to manage parking in the city will free up space for future housing and employment development as well as new green spaces, which is likely to support reduced deprivation through improved access to high-quality new homes, jobs and natural spaces. An overall focus on reducing traffic and congestion, as well as private vehicle use may also support improved safety and reduced accidents/ transport-related injuries to some degree.
- 9.51 In terms of accessibility, a significant proportion of the LTP4 policies are dedicating to supporting the objectives to prioritise walking and cycling and transform public transport and significant long-term positive effects are anticipated in this respect. In relation to walking and cycling, the LTP4 is supported by the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) which has identified a network of walking and cycling routes in the city that connect residential areas with the city centre, local high streets, employment and health sites. In this respect the LTP4 Policy G seeks to support this network by delivering *"continuous cycleways, as well as widened and higher-quality footways, improved crossings"* and *"public realm schemes in local centres to improve their attractiveness"*. Policy H supports the implementation

of 'Low Traffic Neighbourhoods', designed to reduce through traffic in residential streets. Benefits for residents are recognised in these schemes through reducing traffic, making these streets safer and supporting a more pleasant environment (and promoting active travel in this respect). Policy C further seeks to support shared transport modes. The Council outlines intentions to create a bike/ e-bike shared network and continue with the rental e-scooter trial through the 'Future Transport Zone' programme.

- 9.52 In terms of public transport, the implementation of Policy K to “*develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth*” will provide significant support for residents in accessing wider housing and employment opportunities, as well as educational, leisure and recreational opportunities in the wider region. The dedicated service is targeted at improving both connectivity and journey times, with increased city centre connections (to include growth at Tipner and Horsea Island) and bus priority. This is supported by the measures outlined through Policy J to “*prioritise local bus services over general traffic*” and “*make journeys by public transport quicker and more reliable*” with a focus “*on less well served connections east-west in the city*”.
- 9.53 This is considered alongside Policy L, which seeks to “*deliver high quality transport interchanges, stations and stops*” in support of ‘seamless’ journeys; including Real Time Information, cycle parking and cycle hire provisions to support ‘first or last mile’ journeys and ‘Transport Hubs’ at key interchanges. Policy J further seeks to deliver ‘Demand Responsive Transport’ services to support local communities where bus services are less viable (being particularly promoted through the Future Transport Zones programme). The policies are considered in this respect for their cumulative benefits in creating a coherent strategic movement network that provides real and better alternatives to the private car.
- 9.54 Further to the above, Policy M seeks to “*work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity*”. This includes measures such as integrated ticketing across transport operators and types and mobility credits.

Summary

- 9.55 Whilst some of the LTP4 proposals are considered for potential impacts on local economies, the overall drive to work with businesses and support sustainable economic development, improve the movement networks in the city; including active travel networks, improve air quality, and improve accessibility, are considered likely to benefit communities and human health. As a result, overall **significant long-term positive effects** are considered likely.

Cumulative effects

- 9.56 While there is the potential for interventions proposed within the LTP4 to interact with and have cumulative impacts with development proposed in the emerging Local Development Plans as well as other plans and strategies, the majority of these interactions are likely to result in long term positive effects. The LTP4 seeks to improve congestion and access to sustainable modes of transport, it will help to minimise the impacts of housing and employment growth and the predicted increased in population on transport infrastructure.
- 9.57 While there is the potential for localised cumulative negative effects as a result of individual interventions interacting with the development of new homes/ employment it is considered that there is suitable mitigation available at the project level to ensure that any residual negative effects are not significant.
- 9.58 It will be vital for housing, employment and transport infrastructure to be delivered in a co-ordinated manner in order to maximise potential benefits, such as a modal shift away from the private vehicle, while minimising potential negative impacts such as significant increases in congestion.

10. Conclusions

10.1 **Table 10.1** below draws together the conclusions under each of the SEA themes.

Table 10.1: Conclusions from the appraisal of the LTP4

SEA theme	Conclusions
Environmental quality	As a result of the significant investment in schemes and measures to support a move to low emission vehicle movements (particularly within the areas which current exceed emissions limits), the LTP4 policies are considered likely to directly improve environmental quality in the city, and long-term significant positive effects are anticipated overall.
Biodiversity	Whilst negative effects for biodiversity may arise (particularly in the short-term during construction) as a result of increased disturbance, noise and light pollution, the overall effects are considered likely to be indirect minor positive effects given the interventions identified which are likely to support biodiversity with cleaner air and reduced effects of noise pollution.
Climatic factors	<p>The LTP4 policies together are considered for significant interventions in support of climate change mitigation and the Council's aim to become carbon neutral by 2030. This includes targeted interventions to improve air quality and prioritise active travel opportunities and public transport connections, as well as efforts to reduce the impact of freight movements, particularly that associated with port operations. As a result, long-term significant positive effects are anticipated overall in relation to climate change mitigation.</p> <p>In relation to climate change adaptation, the flood constraints in the city will need to be considered in infrastructure proposals, and surface water management to avoid polluted run-off should be considered where applicable. However, given existing mitigation provided through the NPPF and Local Plan policies, no significant effects are considered likely. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to support sustainable development in this respect.</p>
Landscape	Infrastructure proposals will need to avoid any loss of trees or natural features to avoid localised minor negative effects arising for landscape character. On this assumption, long-term minor positive effects are considered likely overall; as a result of reduced traffic and congestion impacts affecting landscape character, and targeted interventions to improve the public realm.
Historic environment	A potential for negative effects is identified as a result of infrastructure proposals which intersect designated heritage settings; however, these effects are considered likely to be predominantly minor and short-term during construction, and protections for these settings are provided through the NPPF and Local Plan policies. Overall, the targeted interventions to improve the public realm are considered likely to lead to residual minor long-term positive effects .
Land, soil and water resources	The LTP4 policy provisions to reduce parking capacity are recognised for likely minor long-term positive effects in relation to efficient land use; by freeing up brownfield land opportunities for alternative housing and growth or new green spaces. Whilst infrastructure proposals which increase hard surfacing in the city will need to manage the effects of polluted water run-off in relation to water quality, no significant effects are anticipated,

particularly considering the existing policy mitigation provided through the NPPF and Local Plan. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to maintain or improve water quality in this respect.

Population and human health

Whilst some of the LTP4 proposals are considered for potential impacts on local economies, the overall drive to work with businesses and support sustainable economic development, improve the movement networks in the city; including active travel networks, improve air quality, and improve accessibility, are considered likely to benefit communities and human health. As a result, overall **significant long-term positive effects** are considered likely.

Part 3: What happens next?

11. Next steps

11.1 This section seeks to explain next steps in the plan-making / SEA process.

Strategy finalisation

11.2 The LTP4 and this Environmental Report will be discussed in detail by full cabinet and if approved, will be adopted at full council. At the time of adoption an 'SEA Statement' will be published that explains the process of plan-making/ SEA in full and presents 'measures decided concerning monitoring'.

Appendices

Appendix I: Regulatory requirements

As discussed in Chapter 1 of the main report, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 explains the information that must be contained in the SEA Report. **Table A** below signposts broadly how/ where this report presents the information required by the SEA Regulations.

Table A: ‘Checklist’ of how (through the SEA process) and where (within this report) regulatory requirements have been, are and will be met.

Regulatory requirement	Discussion of how requirement is met
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapter 2 (‘What is the LTP4 trying to achieve’) presents this information.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	<p>These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in 2020.</p> <p>The outcome of scoping was an ‘SEA framework’, and this is presented within Chapter 3 (‘What is the scope of the SEA’).</p> <p>More detailed scoping information - i.e. messages established through context and baseline review - is presented within Appendix II.</p>
3. The environmental characteristics of areas likely to be significantly affected;	<p>These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in 2020.</p> <p>The outcome of scoping was an ‘SEA framework’, and this is presented within Chapter 3 (‘What is the scope of the SEA’).</p> <p>More detailed scoping information - i.e. messages established through context and baseline review - is presented within Appendix II.</p>
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.;	<p>These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in 2020.</p> <p>The outcome of scoping was an ‘SEA framework’, and this is presented within Chapter 3 (‘What is the scope of the SEA’).</p> <p>More detailed scoping information - i.e. messages established through context and baseline review - is presented within Appendix II.</p>
5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation;	<p>The Scoping Report (2020) presents a detailed context review and explains how key messages from the context review (and baseline review) were then refined in order to establish an ‘SEA framework’. An updated context review is provided in Appendix II of this SEA Report.</p> <p>The context review informed the development of the SEA framework and topics, presented in Chapter 3.</p> <p>With regards to explaining “how... considerations have been taken into account”:</p> <ul style="list-style-type: none"> Chapter 5 explains how reasonable alternatives were established in 2020. Chapter 6 set out the summary findings of the appraisal of the reasonable alternatives, with the detailed appraisal provided in Appendix IV. Chapter 7 explains the Council’s ‘reasons for supporting the preferred approach’, i.e. explains how/why the preferred approach is justified in-light of alternatives appraisal (and other factors). Chapter 9 sets out the findings of the appraisal of the LTP4.

<p>6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);</p>	<ul style="list-style-type: none"> Chapter 6 sets out the summary findings of the appraisal of the reasonable alternatives for the LTP4 with the detailed appraisals provided in Appendix IV. Chapter 9 presents the LTP4 appraisal. <p>As explained within the various methodology sections, as part of appraisal work, consideration has been given to the SA scope, and the need to consider the potential for various effect characteristics/dimensions.</p>
<p>7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;</p>	<p>The appraisal of reasonable alternatives presented in Chapters 6 and of the LTP4 in Chapter 9 identify how the plan might potentially 'go further' in certain respects and makes a number of specific recommendations.</p>
<p>8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;</p>	<p>Chapters 5, 6 and 7 deal with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues and options.</p> <p>Also, Chapter 7 explains the Council's 'reasons for selecting the preferred option' (in light of alternatives appraisal).</p> <p>Methodology is discussed at various places, ahead of presenting appraisal findings, and limitations/assumptions are also discussed as part of appraisal narratives.</p>
<p>9. Description of measures envisaged concerning monitoring in accordance with Art. 10;</p>	<p>Chapter 10 presents measures envisaged concerning monitoring.</p>
<p>10. A non-technical summary of the information provided under the above headings</p>	<p>The NTS is provided in a separate document.</p>
<p>authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)</p>	<p>This SEA Report is published alongside the LTP4, so that representations might be made ahead of submission.</p>
<p>The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.</p>	<p>Appraisal findings presented within this current SEA Environmental Report alongside consultation responses will inform a decision on whether or not to finalise and adopt the Plan.</p>

Appendix II: Scoping information

Introduction

As discussed in Chapter 2 (What is the scope of the SEA?) the SEA scope is primarily reflected in a list of objectives ('the SEA framework'), which was established subsequent to a review of the sustainability 'context' / 'baseline', analysis of key issues, and consultation. The detailed scoping information was presented in a draft Scoping Report sent to statutory consultees in 2020.

The aim of this appendix is to present a summary of the scoping information and ensure that the information required under Schedule 2 of the SEA Regulations is provided. As part of the scoping process, it was recognised that transportation will be dealt with in detail through the LTP4 itself, and as such for the purposes of the SEA process, transportation has been scoped out. The more detailed context review and baseline information can be found in the Strategic Environmental Assessment (SEA) for the Portsmouth Local Transport Plan (LTP) Scoping Report (June 2020).

Scoping consultation

A draft Scoping Report (July 2020) was shared with the Environment Agency, Historic England and Natural England for formal consultation over the period 1st July to 5th August 2020. The responses received are presented in **Table All.1** below.

Table All.1: Scoping consultation responses

Consultee	Comment	How the response was considered and addressed in the SEA?
Historic England	Thank you for inviting Historic England to comment on the above document. We would broadly support the content of the scoping report, insofar as it relates to the historic environment. However, we do have a number of specific comments, as set out below.	Many thanks, please see below for how the specific comments have been incorporated in the updated baseline and policy review provided in this appendix.
Historic England	Current baseline 6.11 It is not correct to state that the HER is not searchable. The HER should be consulted using the named Portsmouth City Council contact (Jennifer.Macey@portsmouthcc.gov.uk).	Portsmouth City Council have provided information in relation to the HER which is included in the updated baseline review below. GIS shapefiles for Areas of Archaeological Restraint have also been used in the assessment of constraints.
Historic England	6.12 Lambeth uncovered coat store including tower and attached tunnels is located outside the plan area (in Kingston-upon-Thames). Please note, the Heritage at Risk Register is searchable by local authority area, using the 'More Search Options' tool: https://historicengland.org.uk/advice/heritage-at-risk/searchregister/advanced-search	Many thanks, the baseline information has been updated accordingly.
Historic England	6.12 It is important to identify the grade of assets on this list, particularly as a number of those listed are grade II*. Grade II* assets are among those considered to be of the highest significance (NPPF para 194). These assets make up just 5.5% of the total number of listed buildings (with grade I assets representing just 2.5%).	Many thanks, the baseline information has been updated to identify the grade of those assets identified at risk.
Historic England	6.13 Fort Fareham is located outside the plan area.	Noted, with thanks.
Historic England	Future baseline & key sustainability issues 6.19-6.21 Transport infrastructure, particularly roads and associated installations such as guard rails, traffic signs and lights, as well as air and noise pollution can have a negative impact on the historic environment, as well as the	Many thanks, the future baseline has been updated accordingly.

	public realm in general. This should be acknowledged in these sections.	
Historic England	I hope these comments are helpful. Please come back to me if you require any clarifications.	Thank you for taking the time to review and support the SEA.
Environment Agency	<p>Thank you for providing us with an opportunity to comment on the Strategic Environmental Assessment (SEA) Scoping Report for the Portsmouth Local Transport Plan (LTP), as provided by email dated 1 July 2020. Thank you also for providing us with a few extra days to provide our comments.</p> <p>We are in general pleased with the report and the evidence base cited within. Please see our specific comments set out below.</p>	Many thanks for taking the time to review and comment on the scope of the SEA. Please see below for how the specific comments have been incorporated into the updated baseline and context review provided in this appendix.
Environment Agency	<p>Section 3.2</p> <p>We would recommend that the last bullet point is amended as follows:</p> <p><i>“High quality open spaces should be protected, or their loss mitigated replaced by equivalent or better provision, unless a lack of need is established.”</i></p> <p>This is in reference to paragraph 97 of the NPPF.</p>	Noted with thanks, the NPPF context has been updated accordingly.
Environment Agency	<p>Section 3.4</p> <p>This section needs re-wording</p>	Please see updated policy context provided in this appendix.
Environment Agency	<p>Section 3.9</p> <p>The Solent and Dorset Coast was confirmed as an SPA on 16 January 2020. The table in this section and wording in Section 3.16 should be updated accordingly.</p>	Noted with thanks, the baseline information has been updated.
Environment Agency	<p>Section 3.22</p> <p>This paragraph seems incomplete (it ends with the words “Locally Designated Sites”).</p>	This is a formatting error in the sub-title that has been rectified, many thanks.
Environment Agency	<p>Section 3.26</p> <p>We would strongly support the aims specified here to improve habitat connectivity. You could refer to the potential use of ‘living walls’ as a method to increase biodiversity, increase connectivity and assist with the reduction of air pollution. There is a recent reasonably local example of the incorporation of a living wall at the Millbrook roundabout in Southampton; a link to the council’s article is shown below –</p> <p>https://www.southampton.gov.uk/news/article.aspx?id=tcm:63-415616.</p>	Noted, with thanks. Additional text has been added to the key issues and opportunities to identify the potential for living walls.
Environment Agency	<p>Section 3.28</p> <p>In regard to the bullet point “Will the option/ proposal help to: Achieve a net gain in biodiversity?” you could be more aspirational here. The upcoming Environment Bill will mandate net gain, and guidance is that a development should provide for at least 10% net gain on the existing baseline. Perhaps this particular bullet point could be expanded to say “Achieve a net gain in biodiversity of at least 10% on the existing baseline”.</p>	Noted, with thanks. The supporting assessment questions have been updated accordingly. Please see Table 3.1 in the main report.
Environment Agency	<p>You may also wish to ask whether an option/proposal “will assist in monitoring the future health and resilience of Portsmouth’s biodiversity?” Monitoring biodiversity is a fundamental aspect of protecting species and habitats now and in the future; any data collected can give valuable insight into biodiversity health and be fundamental in informing future plans in an area. This important aspect of long-term monitoring and recording seems to be an overlooked aspect of development.</p>	Noted and agreed, with thanks. The supporting assessment questions have been updated accordingly. Please see Table 3.1 in the main report.

Environment Agency	Natural England have developed Natural Capital Atlases which may assist with identifying opportunities for biodiversity net gain and enhancements. The atlases will be available at data.gov.uk, and should be published there during August 2020.	Noted with thanks.
Environment Agency	Section 4 We are pleased that flood risk is specified as a theme of this section on climatic factors.	Noted, with thanks.
Environment Agency	Section 4.3, 3) We would recommend a minor addition as shown below: "Where development is necessary, it should be made safe for its lifetime without increasing levels of flood risk elsewhere."	Many thanks, the NPPF context has been updated accordingly.
Environment Agency	Section 4.11 The UKCP18 was updated significantly in September 2019, mainly to incorporate the UKCP Local (2.2km) projections as well as providing a general update. You should include reference to this update, and check that the figures provided in Section 4.12 are still correct.	Noted with thanks, the data was as accessed in 2020 and appears to be the latest available evidence.
Environment Agency	Figure 4.1 This map is not very clear – would it be better to have a few maps that are smaller in scale rather than incorporating the whole area into one map?	Noted, with thanks. Detailed GIS information has been used to inform the assessment and the identified map is provided for overview purposes only.
Environment Agency	Figure 4.2 We cannot see the date on this map, but it should be checked to ensure it reflects the latest flood map information available - our Flood Map for Planning for the Portsmouth area was updated earlier this year.	Noted, with thanks. The GIS data uses national datasets which are checked regularly for updates.
Environment Agency	Section 4.23 We support the statements in this section. We would recommend some additions to improve this section if agreeable: "Transport infrastructure development should avoid increasing flood risk (including future flood risk) and provide betterment in terms of decreasing local flood risk wherever possible, particularly in the introduction of new hard-surfacing.	Noted, with thanks. The key sustainability issue has been updated accordingly.
Environment Agency	Section 4.24 We recommend that an additional question is added as shown below: "Will the option/ proposal help to: <input type="checkbox"/> Ensure flood risk is not increased to the local area, and provide betterment (where possible)?"	Noted, with thanks, the recommended question has been added to the supporting assessment questions in the SEA framework provided in Table 3.1 of the main report.
Environment Agency	Section 7 This section should acknowledge the following designated protected areas: <ul style="list-style-type: none"> Portsmouth Harbour, Langstone Harbour and Spithead and Stokes Bay Shellfish Waters. Eastney and Southsea East Bathing Waters. 	Noted, with thanks, the baseline data has been updated accordingly.
Environment Agency	Section 7.23 We fully agree with the four identified key issues within this section. We recommend a minor addition to bullet point 3 as shown below: "Portsmouth contains many waterbodies, some of which are in 'bad' or 'poor' ecological condition. Transport infrastructure development will need to manage and mitigate the effects of development on waterbodies, including the effects of surface water run-off, and any	Noted, with thanks. The key issue has been updated in line with the suggested text.

increased flood risk, and support the WFD objectives in relation to good water quality.”

Please do not hesitate to contact me using the contact details shown below should you have any queries regarding the above information.

Many thanks for taking the time to inform the scope of the SEA.

Relationship with other plans and programmes

The following plans and programmes provide the key policy context for LTP4:

- **National Planning Policy Framework (NPPF)¹¹**: sets out the Government’s planning policies for England and how these are expected to be applied. The framework acts as guidance for local planning authorities, covering a range of environmental, social and economic themes, including:
 - The commitment to halt the overall decline in biodiversity by minimising impacts and achieving net gains in biodiversity wherever possible;
 - Adopting proactive strategies to adaptation and manage risks through adaptation measures including well planned green infrastructure;
 - Considering the potential cumulative impact of a number of smaller developments on air quality as well as more substantial ones;
 - Using technology to reduce the need to travel;
 - Encouraging land use and transport development which support reductions in greenhouse gas emissions and reduced congestion; and
 - Supporting new and emerging business sectors, including positively planning for ‘clusters or networks of knowledge driven, creative or high technology industries’.
 - Direct development away from areas highest at risk of flooding, with development ‘not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding’. Where development is necessary, it should be made safe for its lifetime without increasing levels of flood risk elsewhere.
 - High quality open spaces should be protected, or their loss mitigated replaced by equivalent or better provision, unless a lack of need is established
- **The Clean Air Strategy 2019¹²** identifies how government will tackle all sources of air pollution and is aimed at complementing the Industrial Strategy, Clean Growth Strategy and 25-Year Environment Plan. The strategy proposes new goals to cut public exposure to particulate matter pollution and sets out the comprehensive action that is required from across all parts of government and society to meet these goals. The proposed measures include new legislation and new local powers to take action in areas with an air pollution problem, including through the creation of ‘Clean Air Zones’.
- **The Air Quality Standards Regulations 2010** transpose into UK law the Ambient Air Quality Directive (2008/ 50/ EC) which sets legally binding limits for outdoor concentrations of major air pollutants which impact public health.
- **The statutory Air Quality Plan for nitrogen dioxide (NO₂) (2017)¹³**, sets out how the UK will be reducing roadside nitrogen dioxide concentrations. These documents and zone plans set out the UK’s comprehensive approach to meeting the statutory limits for nitrogen dioxide, and the policy background. The Direction requires specified local authorities to carry out studies to identify how to meet legal limits for nitrogen dioxide in the shortest possible time and sets deadlines.
- **The Carbon Plan (2011)** sets out the Government’s plans for achieving the greenhouse gas emissions reductions committed to in the Climate Change Act 2008 and the first four carbon

¹¹ Department for Communities and Local Government (2012) National Planning Policy Framework https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

¹² DEFRA et al. (2019) Clean Air Strategy 2019 <https://www.gov.uk/government/publications/clean-airstrategy-2019>

¹³ DEFRA et al. (2017) Air Quality Plan for nitrogen dioxide (NO₂) in the UK <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-inuk-2017>

budgets.¹⁴ The Carbon Plan aims to reduce the UK's greenhouse gas (GHG) emissions by 80% by 2050.¹⁵

- **A Green Future: Our 25 Year Plan to Improve the Environment (2018)**¹⁶: sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats.
- **Biodiversity 2020 Strategy**¹⁷ builds on 'A strategy for England's wildlife and ecosystem services, 2011 and the Natural Environment White Paper and sets out the "*strategic direction for biodiversity policy for the next decade*", aiming to halt biodiversity loss and improve the ecological networks and ecosystems for all people.
- **The Natural Environment White Paper (NEWP)**¹⁸ sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It was in part a response to the UK's failure to halt and reverse the decline in biodiversity by 2010 and it signalled a move away from the traditional approach of protecting biodiversity in nature reserves to adopting a landscape approach to protecting and enhancing biodiversity. The NEWP also aims to create a green economy in which economic growth and the health of our natural resources sustain each other and markets, business and Government better reflect the value of nature. It includes commitments to:
 - Halt biodiversity loss, support functioning ecosystems and establish coherent ecological networks by 2020;
 - Establish a new voluntary approach to biodiversity offsetting to be tested in pilot areas;
 - Enable partnerships of local authorities, local communities and landowners, the private sector and conservation organisations to establish new Nature Improvement Areas; and
 - Address barriers to using green infrastructure to promote sustainable growth.
- Published in June 2015, the **Highways England (HE) Biodiversity Plan**¹⁹ identifies the approach which HE is taking to meet the challenge of a national decline in biodiversity. The Plan contains five specific outcomes, with a series of related actions. These outcomes aim to provide the most support for biodiversity across the HE networks, and include:
 - Outcome 1: HE and our suppliers are equipped to produce good biodiversity performance;
 - Outcome 2: The Strategic Road Network is managed to support biodiversity;
 - Outcome 3: We have delivered biodiversity enhancements whilst implementing a capital programme of network improvements;
 - Outcome 4: We have addressed the legacy of biodiversity problems on our network via a targeted programme of investment; and
 - Outcome 5: We are fully transparent about our biodiversity performance (achieved via the production of annual progress reports).
- **Climate Change Act 2008**²⁰: established a framework to develop an economically credible emissions reduction path. The Act sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.

¹⁴ HM Government (2011) Carbon Plan: Delivering our low carbon future
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47613/3702-the-carbon-plan-delivering-our-lowcarbon-future.pdf

¹⁵ Relative to 1990 base year levels.

¹⁶ HM Gov (2018) A Green Future: Our 25 Year Plan to Improve the Environment
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

¹⁷ Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services
<https://www.gov.uk/government/publications/biodiversity-2020-a-strategy-for-england-s-wildlife-and-ecosystem-services>

¹⁸ Defra (2012): 'The Natural Choice: securing the value of nature (Natural Environment White Paper)' [online] available from:
<http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf> last accessed [22/02/20].

¹⁹ Highways England (2015): 'Biodiversity Plan' [online] available to download from:
<https://www.gov.uk/government/publications/biodiversity-plan> last accessed [23/02/20].

²⁰ Climate Change Act 2008 <http://www.legislation.gov.uk/ukpga/2008/27/contents>

- **The UK Climate Change Risk Assessment** is published on a 5-yearly cycle in accordance with the requirements of the Climate Change Act 2008. It required the Government to compile an assessment of the risks for the UK arising from climate change, and then to develop an adaptation programme to address those risks and deliver resilience to climate change on the ground. For both the 2012 and the 2017 UK Climate Change Risk Assessment, the Adaptation Sub-Committee commissioned an evidence report to achieve the following:

- ‘Based on the latest understanding of current, and future, climate risks and opportunities, vulnerability and adaptation, what should the priorities be for the next UK National Adaptation Programme?’²¹

The evidence report contains six priority risk areas requiring additional action in the next five years, see below:

- 1) Flooding and coastal change risks to communities, businesses and infrastructure;
 - 2) Risks to health, well-being and productivity from high temperatures;
 - 3) Risk of shortages in the public water supply, and for agriculture, energy generation and industry;
 - 4) Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity;
 - 5) Risks to domestic and international food production and trade; and
 - 6) New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals
- **Flood and Water Management Act (2010)**²²: sets out measures to ensure that risk from all sources of flooding, not just rivers and seas, is managed more effectively. This includes: incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).
 - **Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (February 2019)**²³ outlines ways to manage change that conserves and enhances historic areas in order to positively contribute to sustainable development. Principally, the advice note emphasises the importance of:
 - Understanding the different types of special architectural and historic interest which underpin the designations; and
 - Recognising the value of implementing controls through the appraisal and/ or management plan which positively contribute to the significance and value of conservation areas.
 - **Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2nd Edition) (December 2017)**²⁴ provides general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views can contribute to setting. Specifically, Part 2 of the advice note outlines a five stepped approach to conducting a broad assessment of setting:
 - Step 1: Identify which heritage assets and their settings are affected;
 - Step 2: Asses the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;

²¹ GOV UK: ‘UK Climate Change Risk Assessment Report January 2017’, [online] available to download from:

<<https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-2017>> last accessed [23/02/20].

²² Flood and Water Management Act (2010) <http://www.legislation.gov.uk/ukpga/2010/29/contents>

²³ Historic England (2019) Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 [online] available at: <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/>

²⁴ Historic England (2017) ‘Setting of Heritage Assets: 2nd Edition’ <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

- Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it;
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm; and
- Step 5: Make and document the decision and monitor outcomes.
- **Sustainability Appraisal (SA) and Strategic Environment Assessment (SEA): Historic England Advice Note 8 (December 2016)**²⁵ provides support to all stakeholders involved in assessing the effects of certain plans and programmes on the historic environment. It offers advice on heritage considerations during each stage of the SA/SEA process and helps to establish the basis for robust and comprehensive assessments.
- **The EU's Soil Thematic Strategy**²⁶ presents a strategy for protecting soils resources in Europe. The main aim of the strategy is to minimise soil degradation and limit associated detrimental effects linked to water quality and quantity, human health, climate change, biodiversity, and food safety.
- **The Water Framework Directive (WFD)** drives a catchment-based approach to water management. In England and Wales there are 100 water catchments and it is Defra's intention to establish a 'framework for integrated catchment management' across England. The Environment Agency is establishing 'Significant Water Management Issues' and recently presented second River Basin Management Plans to ministers. The plans seek to deliver the objectives of the WFD namely:
 - Enhance the status and prevent the further deterioration of aquatic ecosystems and associated wetlands which depend on aquatic ecosystems;
 - Promote the sustainable use of water;
 - Reduce the pollution of water, especially by 'priority' and 'priority hazardous' substances; and
 - Ensure the progressive reduction of groundwater pollution.
- **The 'Ready for Ageing?' report**, published by the Select Committee on Public Service and Demographic Change²⁷ warns that society is underprepared for an ageing population. The report states that *'longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises'*. The report recognises that the supply of specialist housing for the older generation is insufficient for the demand. There is a need for central and local Government, housing associations, and house builders to ensure that these housing needs are better addressed, giving as much priority to promoting an adequate market of social housing for the older generation as is given to the younger generation.
- The Fair Society, Healthy Lives ('The Marmot Review') investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is: "overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities".
- **Health Equity in England: The Marmot Review 10 Years On (2020)** has been produced by the Institute of Health Equity and commissioned by the Health Foundation to mark 10 years on from the landmark study Fair Society, Healthy Lives (The Marmot Review).²⁸ The report highlights that:
 - people can expect to spend more of their lives in poor health;

²⁵ Historic England (2016) 'SA and SEA: Advice Note 8' <https://historicengland.org.uk/imagesbooks/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>

²⁶ European Commission (2006) 'Soil Thematic Policy' [online] available at: http://ec.europa.eu/environment/soil/index_en.htm [accessed 28/02/20].

²⁷ Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/> last accessed [26/02/20]

²⁸ Health Equity in England: The Marmot Review 10 Years on (2020) <https://www.health.org.uk/publications/reports/the-marmot-review-10-years-on>

- improvements to life expectancy have stalled, and declined for the poorest 10% of women;
 - the health gap has grown between wealthy and deprived areas; and
 - place matters – for example living in a deprived area of the North East is worse for your health than living in a similarly deprived area in London, to the extent that life expectancy is nearly five years less.
- **The 2012 DfT report Resource guide for Local Authorities: Transport solutions for older people**²⁹ identifies barriers that older people face in using transport systems. It notes that local transport plans (LTPs) offer “*the opportunity to tackle these barriers in a clear and systematic way. Any improvements will benefit not just older people but improve access for many other members of the community*”. The resource guide covers a wide range of transport issues facing older people including affordability (given many older people are likely to be on fixed incomes) and accessibility in terms of providing transport options to destinations older people need to access. The guide also notes that nationally the number of older people in rural areas has increased at a faster rate than in urban areas, particularly those aged over 85. It goes on to note that “*a lack of frequent, accessible public transport is a particular concern for people living in rural areas. It may, therefore, be necessary to consider alternative transport solutions and innovative means of service delivery to help maintain access to key health, shopping and leisure facilities*”.
 - **The Portsmouth Plan**³⁰ (adopted 2012) sets out a range of objectives and policies for the city that are relevant to many of the SEA themes. Portsmouth City Council is currently preparing a new Local Plan that will update and replace the current planning policy framework (consisting of the Portsmouth Core Strategy (2012), two Area Action Plans and saved policies from the Portsmouth City Local Plan (2006)). The policies in the new Local Plan and their effect on the environment will be considered through the accompanying SA process.
 - In 2017, Portsmouth City Council released an **Air Quality Strategy (2017-2027)**³¹, to formalise the Council's implementation of current local and national planning policy and legislation, in addition to setting strategic objectives for delivering key milestones over the 10-year period. The aims of the strategy are:
 - Foster closer working relationships between council directorates and external partners.
 - Create a focus on sustainable travel, including the promotion of a modal shift in transport from the car to active travel.
 - Provide high quality information and guidance on local air quality to members of the public.
 - Develop and implement measures to reduce traffic and congestion related emissions, addressing road network flow and functionality.
 - Support and stimulate sustainable citywide economic growth, including a focus on reducing carbon emissions.
 - Ensure that as a council we lead by example in supporting sustainable working practices, minimising our own emissions and carbon footprint.
 - **Portsmouth's Climate Change Strategy**³² produced by Portsmouth Sustainability Action Group (PSAG) focusses on climate mitigation and adaptation measures for the city. The strategy outlines the following key priorities:
 - Reduce Portsmouth's carbon footprint;
 - Adapt to climate change;
 - Energy strategy for the city; and
 - Community involvement.

²⁹ Department for Transport (2012) Resource guide for Local Authorities: Transport solutions for older people https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4478/transport-solutions-for-older-people.pdf

³⁰ Portsmouth City Council (2012) The Portsmouth Plan – Portsmouth's Core Strategy [online] available at:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

³¹ Portsmouth City Council (2017) Air Quality Strategy [online] available at: <https://www.portsmouth.gov.uk/ext/documents-external/env-air-quality-strategy.pdf>

³² Portsmouth Sustainability Action Group (no date) Portsmouth Climate Change Strategy [online] available at: <https://www.portsmouth.gov.uk/ext/documents-external/cmu-climate-strategy-full.pdf>

- **The Hampshire Minerals and Waste Plan (HMWP)**³³ (adopted 2013), explains how mineral resources should be extracted and supplied as well as the necessary waste management infrastructure needed so that Hampshire's environment will be protected, its communities maintained and the local economy supported, including Portsmouth City Council. The following policies relate directly to the Land, Waste and Water resources theme for Portsmouth:
 - Policy 19: Aggregate wharves and rail depots
 - Policy 34: Safeguarding potential minerals and waste wharf and rail depot infrastructure
- **The South Hampshire Green Infrastructure Implementation Plan (2019)**³⁴, together with the Portsmouth Plan sets out the planned and proposed development that is needed to ensure economic growth and prosperity for the populations of Portsmouth, Southampton and their hinterland, which directly relates to the Population and Human Health theme.

Baseline review

Environmental quality

In line with Part IV of the Environment Act (1995) for Local Air Quality Management, local authorities are required to review and assess air quality within their area. Portsmouth City Council released its Air Quality Annual Status Report (ASR)³⁵ in June 2019. Monitoring is undertaken to assess levels of nitrogen dioxide, sulphur dioxide, ozone, benzene and particulates. Where exceedances exist, areas are declared as Air Quality Management Areas (AQMAs) and local authorities are required to produce an Action Plan (AQAP) which describes the measures that the local authority intend to take to improve local air quality. Portsmouth City Council has submitted an Air Quality Local Plan to the Government. This Plan seeks to achieve legal limits of nitrogen dioxide in the shortest possible time, in line with the wider Portsmouth Air Quality Strategy (PAQS)³⁶. The PAQS, adopted in 2017, outlines the long-term strategy for delivering improvements to air quality in the plan area up to the end of the decade (2027).

The ASR lists five historic AQMAs within the LTP area, all identified due to exceedances in annual NO₂ National Quality Objectives (NAQOs) within their area. Prior to 2009, there were thirteen AQMAs present within the plan area, but eight of these have since been revoked. **Table AII.1** outlines the present AQMAs³⁷ and their extent.

Table AII.1: Declared AQMAs

³³ Hampshire (Portsmouth, Southampton, New Forest National Park & South Downs National Park) (2013): 'Hampshire Minerals and Waste Plan' [online] available to download via:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf> [accessed 09/03/20].

³⁴ PUSH (2019) South Hampshire Green Infrastructure Implementation Plan [online] available at: <https://www.push.gov.uk/wp-content/uploads/2019/08/South-Hampshire-Green-Infrastructure-Implementation-Plan-June-2019-.pdf>

³⁵ Portsmouth City Council: '2019 Air Quality Annual Status Report (ASR)', [online] available to download via: <<https://www.portsmouth.gov.uk/ext/documents-external/asr-defra-final.pdf>> last accessed [17/02/20].

³⁶ Portsmouth City Council: 'Air Quality Strategy'. [online] available to download via: <<https://www.portsmouth.gov.uk/ext/documents-external/env-air-quality-strategy.pdf>> last accessed [17/02/20].

Declared AQMA Extent

AQMA6	An area encompassing many residential properties extending north along Fratton Road; from Fratton Bridge into Kingston Road, continuing into London Road until the roundabout junction with Stubbington Road and Gladys Avenue.
AQMA7	An area encompassing several residential properties along Hampshire Terrace and St Michaels Road gyratory.
AQMA9	An area encompassing several residential properties near to the southernmost section of Eastern Road from Sword Sands Road south into Velder Avenue and its junction with Milton Road.
AQMA11	An area encompassing many residential properties east of the west transport corridor extending along part of the M275 and Mile End Road stretching from Rudmore roundabout south to Church Street roundabout.
AQMA12	An area encompassing several residential properties along Queen Street mainly an area stretching from The Hard to St James's Road.

In addition to the AQMAs noted above, the severity of AQMA6 has resulted in implementation of a number of measures to reduce emissions between 2012 and 2017. These included a combination of new surfaces, lining and traffic calming at junctions. The measures aim to improve safety for cyclists along the A2047, reduce accidents and speeds, and smooth traffic flow along this road.

Four of the five AQMAs are located along the western corridor. This corridor comprises the M275 and tributary routes and carries most traffic to the city. Though there have been significant improvements, localised air quality issues are still an issue.

In addition to these five AQMAs, two other areas have been identified as potential hotspots for pollution, given predictions that their mean NO₂ value will exceed the annual designated limit. These are:

- A3, Alfred Road between Hope Street roundabout and the Queen Street / Anglesea Road/ Alfred Road intersection.
- A3 Commercial Road (south of Church St roundabout)

However, both areas are expected to achieve compliance in line with statutory NO₂ limits between 2020-2023, as set by the Ambient Air Quality Directive (AAQD). This will be dependent on the implementation of policies and mitigation measures.

In addition, Portsmouth City Council have raised noise pollution concerns in the plan area, primarily sourced from traffic from the M275. Two main roads (the M27 and A27) are also potential contributors to excess noise within Portsmouth.

Future baseline

The development of new transport infrastructure has the potential to increase the amount of traffic on the key routes throughout the plan area, through the exacerbation of pollutants, such as nitrogen dioxide and particulates, especially in areas within AQMA hotspots, and within proximity of main motorways.

Additional transport development also has the potential to exacerbate noise pollution hotspots within the plan area, particularly in areas surrounding key motorways in the north east. This could cause long term detriment to pre-existing communities within proximity of these developments.

However, there is also an opportunity for the council to improve air and noise pollution levels around major transport networks, by providing alternative routes for vehicles to access key services as well as access to more sustainable transport modes, including electric vehicle charging points and active travel networks.

Improvements in future air quality will be dependent on the successful implementation of the PAQS, and adoption of the Air Quality Local Plan.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- As of 2009, there were 13 AQMAs within the plan area. Following the revoking of eight of these sites, there are currently 5 AQMAs present within the plan area which are sensitive locations in relation to traffic and transport.
- Traffic and congestion arising from planned development has the potential to exacerbate NO₂ levels in Portsmouth, particularly in areas near the M275 and M27, which pass through the plan area.

Biodiversity

The Portsmouth Biodiversity Action Plan (BAP) (in development), directly relates to the biodiversity theme. The plan is to include an updated list of BAP habitats and species in Portsmouth. The City Council published a Biodiversity Background Paper in 2019 to facilitate the development of the emerging Local Plan.³⁸ The document outlines key information regarding Portsmouth's natural environment, including international, national and local wildlife designations.

The sites in **Table AII.2** comprise the European sites ('international habitat sites') network within the Portsmouth area; four SPAs, four SACs, and three Ramsar sites. A number of these designations overlap each other.

Table AII.2: International Designations potentially within the influence of the LTP4³⁹

Internationally designated site	SAC	SPA	Ramsar
Portsmouth Harbour		Yes	Yes
Chichester and Langstone Harbours		Yes	Yes
Solent and Dorset Coast		Yes	
Solent Maritime	Yes		
<i>Solent and Isle of White Lagoons</i>	Yes		
Solent and Southampton Water		Yes	Yes
South Wight Maritime	Yes		
Briddlesford Copses	Yes		
River Itchen	Yes		

Further details on the internationally designated sites that fall within the plan area are provided below.

Chichester and Langstone Harbours SPA/ Ramsar site (5,810.03 ha) covers two large, estuarine basins. Urban development surrounds the west of Langstone Harbour, whereas farmland surrounds most of the Chichester Harbour. Together, with neighbouring Portsmouth Harbour, the area forms one of the most sheltered intertidal areas on the South Coast of England. Both Chichester and Langstone Harbours contain extensive intertidal mudflats and sandflats with areas of seagrass beds, saltmarsh, shallow coastal waters, coastal lagoons, coastal grazing marsh and shingle ridges and islands. These habitats support internationally and nationally important numbers of overwintering and breeding bird species, including:

- Bar-tailed godwit (*Limosa lapponica*), Non-breeding
- Common tern (*Sterna hirundo*), Breeding
- Curlew (*Numenius arquata*), Non-breeding
- Dark-bellied brent goose (*Branta bernicla bernicla*), Non-breeding
- Dunlin (*Calidris alpina alpina*), Non-breeding

³⁸ Portsmouth City Council (2019): 'Biodiversity and Portsmouth' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/pln-local-plan-biodiversity-background-paper-final-draft-feb-2019.pdf> [accessed 23/02/20].

³⁹ Portsmouth City Council (2019): 'Biodiversity and Portsmouth [Table 1]' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/pln-local-plan-biodiversity-background-paper-final-draft-feb-2019.pdf> [accessed 23/02/20].

- Grey plover (*Pluvialis squatarola*), Non-breeding
- Little tern (*Sternula albifrons*), Breeding
- Pintail (*Anas acuta*), Non-breeding

The Solent and Southampton Water SPA/ Ramsar site (5,505.86 ha) is a complex major estuarine system consisting of coastal plain estuaries including the Yar, Medina, King's Quay Shore, and the Hamble. Bar-built estuaries including Newtown Harbour and Beaulieu also occupy the SPA. The Solent and its inlets are unique in Britain and Europe for their unusual tidal regime, including double tides and long periods of tidal stand at high and low tide. Estuarine sediments within the site support rich populations of invertebrates that provide an important food source for wintering birds. The Solent exceeds 90,000 waders annually and the mudflats, coastal lagoons, shingle and saltmarsh provide vital feeding and roosting grounds for these. The shingle banks also provide important breeding grounds for terns. The Solent also supports 10-13% of world's population of dark-bellied brent geese.

The Portsmouth Harbour SPA/ Ramsar site (1248.77 ha) is composed of extensive intertidal mudflats and sandflats with seagrass beds, areas of saltmarsh, shallow coastal waters, coastal lagoons and coastal grazing marsh. At low tide the extensive mudflats are exposed, the water drained by channels and creeks uniting to form a narrow exit into the Solent. There is comparatively little freshwater input to Portsmouth Harbour. The largest input is the River Wallington, which flows into Fareham Creek in the north-west of Portsmouth Harbour. The estuarine sediments support rich populations of intertidal invertebrates, which provide an important food source for overwintering birds, including:

- Dark-bellied brent goose;
- Red-breasted merganser; dunlin; and
- Black-tailed godwit.

There are approximately 77 ha of seagrass beds in Portsmouth Harbour, which are found mainly in the north-west of the harbour. These beds include both *Zostera marina* (found on the low shore) and *Zostera noltii* (on the upper to mid shore). The seagrass beds are amongst the most extensive in Britain and are an important food source for dark-bellied brent goose. The saltmarsh areas are mainly comprised of cordgrass (*spartina*) swards and provide feeding and roosting areas for overwintering birds. In addition, there are approximately 77 ha of seagrass beds in Portsmouth Harbour, mainly in the north-west of the neighbourhood plan area. These beds include *Zostera nolitt* and *Zostera marina* and *spartina*, all important food sources for several bird species.

The Solent Waders and Brent Goose Strategy⁴⁰ identifies that the birds use a wider area to roost than the immediate SPA and where important undesignated sites come under development pressure an Appropriate Assessment under the Habitats Regulations may be required. Policy W&BG1 identifies that "*Planning Authorities will recognise the importance of the wading bird and Brent Goose sites outside of the statutory designated areas in the Solent.*" Policy W&BG5 further highlights that "*development proposals which could affect important wading bird and Brent Goose sites outside of the statutory designated areas need to demonstrate levels of impact, alone and in combination with other proposals.*"

The Solent and Dorset Coast pSPA is located on the south coast within the English Channel. The site is approximately 255.2 nm2 and extends from the Isle of Purbeck in the West to Bognor Regis in the East, following the coastline on either side to the Isle of Wight and into Southampton Water. The pSPA is proposed to protect important foraging areas at sea used by qualifying interest features from colonies within adjacent, already classified SPAs. These qualifying interest features are three species of tern: common tern, sandwich tern and little tern.⁴¹

The Solent Maritime SAC covers 11,243 ha with four coastal plain estuaries, four bar-built estuaries and is the only site for smooth cord-grass in the UK. It is primarily designated for the following three habitats:

⁴⁰ Hampshire and Isle of Wight Wildlife Trust (2010) Solent Waders and Brent Goose Strategy [online] available at: <https://solentwbgs.files.wordpress.com/2017/02/solent-waders-and-brent-goose-strategy.pdf>

- **Spartina swards** (*Spartinion maritimae*) - Solent Maritime is the only site for smooth cord-grass *Spartina alterniflora* in the UK and is one of only two sites where significant amounts of small cord-grass *S. maritima* are found.
- **Estuaries** - The Solent encompasses a major estuarine system on the south coast of England with four coastal plain estuaries (Yar, Medina, King's Quay Shore, Hamble) and four bar-built estuaries (Newtown Harbor, Beaulieu, Langstone Harbour, Chichester Harbour). The Solent and its inlets are unique in Britain and Europe for their hydrographic regime of four tides each day, and for the complexity of the marine and estuarine habitats present within the area.
- **Atlantic salt meadows** (*Glauco-Puccinellietalia maritimae*) - The Solent contains the second-largest aggregation of Atlantic salt meadows in south and south-west England. Solent Maritime is a composite site composed of many separate areas of saltmarsh.

Sites of Special Scientific Interest (SSSIs) are protected by law to conserve national wildlife or geology. Natural England is a statutory consultee on development proposals that might impact on SSSIs. There are three SSSIs within the LTP area:

- Langstone Harbour SSSI;
- Portsmouth Harbour SSSI; and
- Portsdown Hill SSSI.

The condition status of each SSSI are shown in **Table AII.3**.

Table All.3: Condition of SSSIs⁴²

SSSI Name	Favourable	Unfavourable- Recovering	Unfavourable – no change	Unfavourable – Declining	Partially Destroyed	Destroyed
Portsmouth Harbour	2.58%	25.7%	71.21%	0.15%	0.0%	0.35%
Langstone Harbour	8.39%	91.05%	0.56%	0.00%	0.00%	0.00%
Portsdown Hill	9.19%	88.22%	0.00%	0.00%	0.00%	2.59%

Langstone Harbour SSSI is the centre of three linked harbours on Hampshire's southeast coast, with Portsmouth Harbour to the west and Chichester Harbour to the east. The harbour is important for its environmental designations, and commercial shipping, fishing and recreational boating have been supported in the harbour for many years.⁴³ Langstone Harbour is a tranquil and largely undisturbed area providing refuge for a variety of animals and vegetative species. In the north of the harbour are located several small islands. The harbour is host to a diverse range of habitats, including intertidal mudflats, Seagrass meadows, and Atlantic saltmarsh. These habitats provide feeding grounds and refuge for internationally important assemblages of wildfowl and wading birds, perfect conditions for a Bass nursery, and even a haul out site for a small colony of Harbour Seals. These islands along with their associated mudflats together form a reserve managed by the RSPB. The Farlington Marshes can be found in the north west corner of the harbour and is an important nature reserve that is managed by the Hampshire Wildlife Trust.

Portsmouth Harbour SSSI is a large, industrialised estuary. Together with the adjacent Chichester and Langstone Harbours, it forms one of the most important sheltered intertidal areas on the south coast of England. The harbour has a significant number of internationally and nationally important numbers of birds and vegetative species, including nationally significant landscape features.

Portsdown Hill SSSI is a standalone site of national interest, designated for its species-rich chalk grassland formed by its geographical conditions as an isolated east-west chalk anticline with a long south-facing escarpment.

Local Nature Reserves (LNRs) may be established by Local Authorities in consultation with English Nature under Section 21 of the National Parks and Access to the Countryside Act 1949 and are habitats of local importance. There are several LNRs within Portsmouth, including:

- Eastney Beach - contains several nationally rare plant species such as Sea Holly, Sea Kale and Yellow Horned Poppy, as well as a valuable roosting and breeding site for bird life.
- Milton Common and Tamworth Hill - a 46ha area of grassland, scrub and lakes that is a highly valued space within Portsmouth and contains a wide variety of wildlife.
- Farlington Marshes - one of Hampshire's oldest nature reserves, with over 125 ha of flower rich grazing marsh and saline lagoon.
- Farlington Triangle - Bordered by hedgerow, the area consists mainly of unimproved marshland east of Farlington playing fields. The lower wetland contains some rare species of marsh flora.
- Fort Cumberland - The open space surrounding the Fort is composed of many areas of different coastal habitats, each with its own wildlife and species composition.

⁴² Natural England (2020): 'Designated Sites View' [online]. available to download from: <<https://designatedsites.naturalengland.org.uk/SiteSearch.aspx>> [accessed 18/02/2020].

⁴³ Langstone Harbour Board (n.d.): 'About Langstone Harbour' [online] available to download from: <<http://www.langstoneharbour.org.uk/about.php>> [accessed 23/02/20].

- Great Salterns - This large open space has changed considerably over the years to cater for the increased needs of sports pitches, golf course, archery range, horse paddocks and allotments. There still remains a significant natural area that is of great wildlife interest.
- Hilsea Lines - Probably the most varied wildlife haven on Portsea Island, this area contains woodland, hedgerows, meadows fresh and brackish water areas, marshland and coastal habitat.
- Portsdown Hill - A wide variety of plants and animals, particularly butterflies, thrive on the chalk grassland and include some species not commonly found elsewhere in Britain. Grassland management is used to enhance the Site of Special Scientific Interest adjacent to Fort Widley.

Figure All.1 depicts most designated biodiversity sites in the plan area, with the exception of SNCIs. **Figure All.2** depicts the National Biodiversity Action Plan Priority Habitats in the plan area.

Future baseline

Habitats and species will potentially face increasing pressures from infrastructure delivery within Portsmouth, including transport development, with the potential for negative impacts on the wider ecological network. This may include a loss of habitats and impacts on biodiversity networks. The potential impacts on biodiversity from climate change are likely to include changes in habitat, changes in species distribution, changes in hydrology and changes in the ecosystem, particularly the marine ecology of the area.

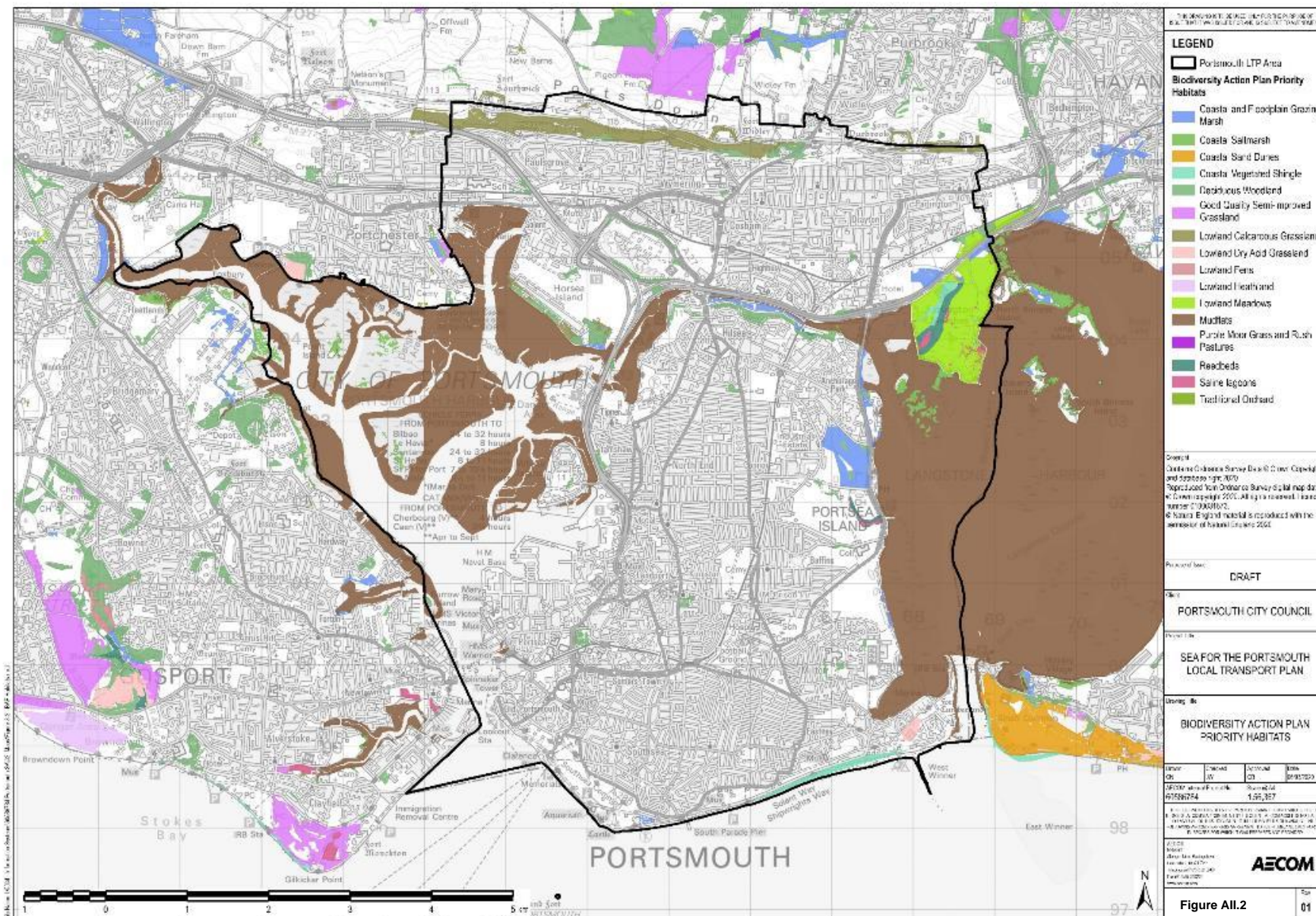
To maintain and improve the condition of biodiversity in the future, it will be important to not only protect and enhance important habitats but the connections between them. It will be crucial to effectively coordinate the delivery of infrastructure to ensure that opportunities to improve green infrastructure and ecological corridors are maximised.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- There are 6 internationally designated sites located wholly or partially within the LTP area: 2 SPAs, 1 pSPA, 2 Ramsar sites and 1 SAC), and three nationally designated SSSIs. Increased noise and light pollution, particularly during construction, as well as any increased traffic flows on roads that run in the vicinity of these sites has the potential to disrupt the wildlife at these protected sites.
- There are 11 Local Nature Reserves (LNRs) within Portsmouth, including: Eastney Beach, Milton Common and Farlington Marshes. Transport infrastructure should avoid any direct loss of habitats and minimise the effects of development (such as noise, light and air pollution).
- Opportunities to achieve biodiversity net gains could be identified through interventions, including measures such as 'living walls'.

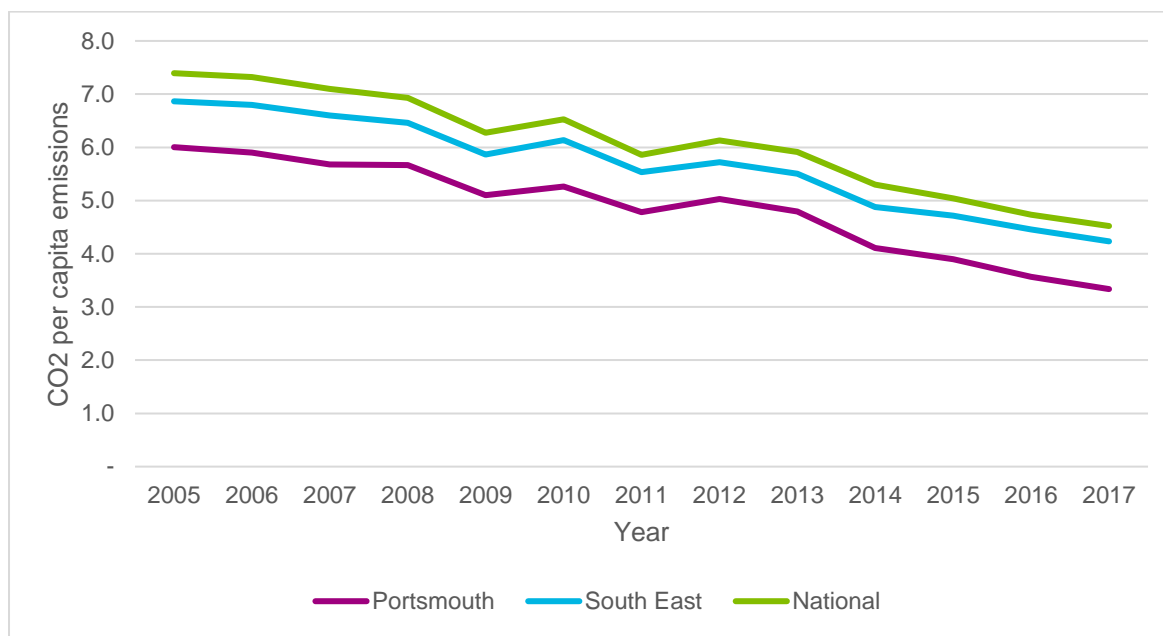




Climatic factors

In relation to greenhouse gas emissions, source data at the Department of Energy and Climate Change (2017) suggests that Portsmouth has had lower per capita emissions than both the South East of England and England since 2005. Further, Portsmouth has seen a greater rate of decrease in emissions since 2014 (6%) in comparison to regional (4%) and national (4.9%) statistics. **Figure All.3** outlines this below.

Figure All.3: Carbon Dioxide Emissions (2005-2017)



The data itself identifies that the industry and commercial sector is currently the biggest contributor to emissions in the District, followed by domestic and transport sectors. Within the Industry and commercial sector, electricity is the largest contributor to emissions, followed by commercial gas. For the domestic sector however, the opposite trend is seen. Finally, within the transport sector, A roads are the biggest contributor to emissions, followed by minor roads.

Research on the probable effects of climate change in the UK was released in 2018 by the UK Climate Projections (UKCP18) team⁴⁴. UKCP18 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction.

As highlighted by the research, the effects of climate change (under medium emissions scenarios 50th percentile) for the South East of England during the period 2040-2059 compared to the period 1981-2000 are likely to be as follows⁴⁵:

- The central estimate of increase in annual mean temperatures of between 1°C and 2°C; and
- The central estimate of change in annual mean precipitation of 0 to +20% in winter and -10% to -30% in summer.

Due to such changes, a variety of risks may exist for the plan area, including:

- Increased incidence of heat related illnesses and deaths during the summer;

⁴⁴ The data was released on 26th November 2018: Available from: <http://ukclimateprojections.metoffice.gov.uk/>

⁴⁵ Met Office (2018): 'Land Projection Maps: Probabilistic Projections', [online map] available at: <https://www.metoffice.gov.uk/research/collaboration/ukcp/land-projection-maps> [accessed 23/02/20].

- Increased incidence of illnesses and deaths related to exposure to sunlight (e.g. skin cancer, cataracts);
- Increased incidence of pathogen related diseases (e.g. legionella and salmonella);
- Increase in health problems related to rise in local ozone levels during summer;
- Increased risk of injuries and deaths due to increased number of storm events;
- Effects on water resources from climate change;
- Reduction in availability of groundwater for abstraction;
- Adverse effect on water quality from low stream levels and turbulent stream flow after heavy rain;
- Increased risk of flooding, including increased vulnerability to 1:100-year floods;
- Changes in insurance provisions for flood damage;
- A need to increase the capacity of wastewater treatment plants and sewers;
- A need to upgrade flood defences;
- Soil erosion due to flash flooding;
- Loss of species that are at the edge of their southerly distribution;
- Spread of species at the northern edge of their distribution;
- Deterioration in working conditions due to increased temperatures;
- Changes to global supply chain;
- Increased difficulty of food preparation, handling and storage due to higher temperatures;
- An increased move by the insurance industry towards a more risk-based approach to insurance underwriting, leading to higher cost premiums for business;
- Increased demand for air-conditioning;
- Increased drought and flood related problems such as soil shrinkages and subsidence;
- Risk of road surfaces melting more frequently due to increased temperature; and
- Flooding of roads.

An energy study conducted by the Partnership for Urban South Hampshire (PUSH) indicated that less than 1% of energy produced in South Hampshire was generated from renewables.⁴⁶ Considering climatic effects, and pressure from the UK government to meet EU renewables targets by the end of the decade, the PUSH study has emphasised the importance of improving access to renewable energy. The following are aspirational outcomes of the strategy:

- Higher proportion of energy used within the city will come from renewable/ decentralised sources.
- Renewable/ decentralised energy installations – both domestic and commercial, will be developed around the city.
- Better public understanding and take up of renewable/ decentralised energy.
- Reduced tariffs for renewable/ decentralised energy produced in the city.

The Portsmouth Strategic Flood Risk Assessment (SFRA)⁴⁷ was undertaken as part of the sub-regional Partnership for Urban South Hampshire (PUSH) in 2016. The types of flood risk described are identified as:

- Surface water flooding;
- Fluvial flooding; and

⁴⁶ Partnership for Urban South Hampshire (2015): 'Solent Energy Strategy' [online] available to download from: <<https://www.push.gov.uk/wp-content/uploads/2018/05/Solent-Energy-Strategy-2015.pdf>> [accessed 23/02/20].

⁴⁷ Portsmouth City Council (2016): 'Strategic Flood Risk Assessment 2016 Update. [online] available to download from: <<https://www.portsmouth.gov.uk/ext/documents-external/push-sfra-2016-update.pdf>> [accessed 22/02/20].

- Coastal flooding.

Surface water flooding occurs when the rate of rainfall exceeds the infiltration rate of the ground it falls upon, which is primarily dependent on topography. In urban areas this often tends to follow road networks and shows ponding in localised depressions. **Figure All.4** shows the extent of surface water flood risk in Portsmouth.

Figure All.4: Extent of Flooding from Surface Water⁴⁸

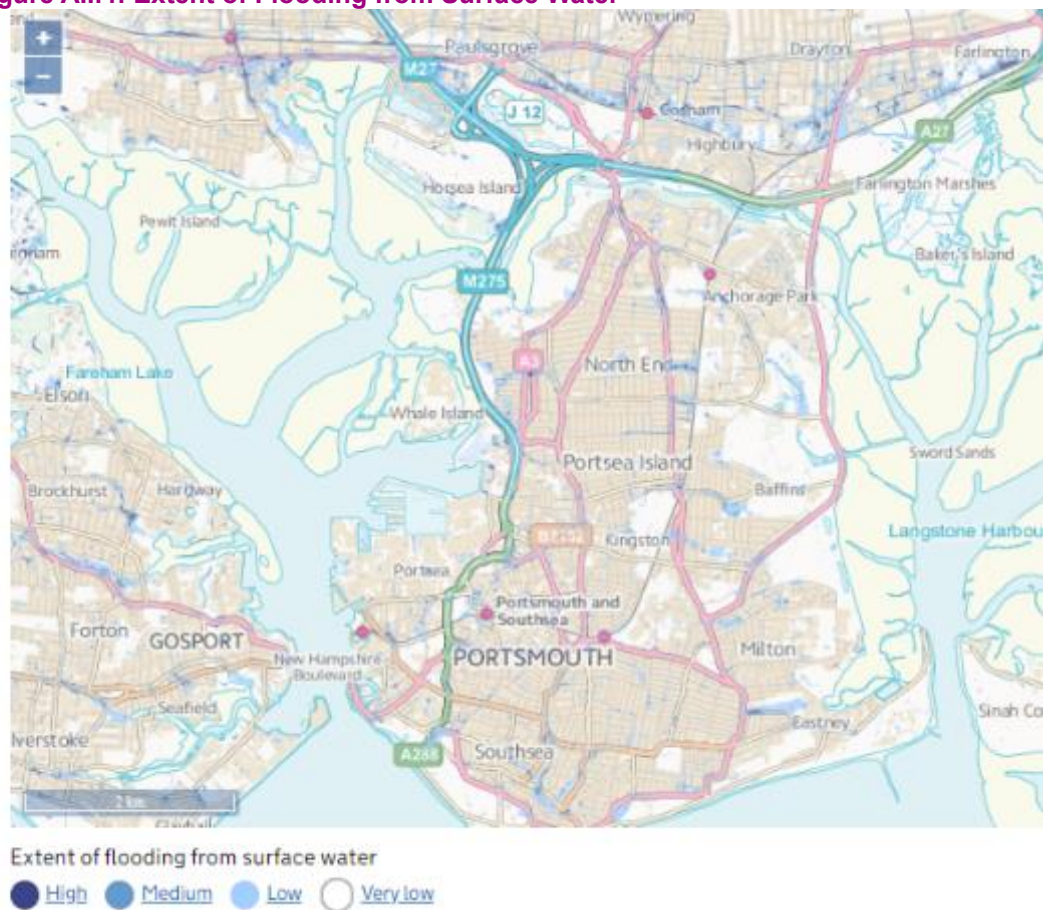
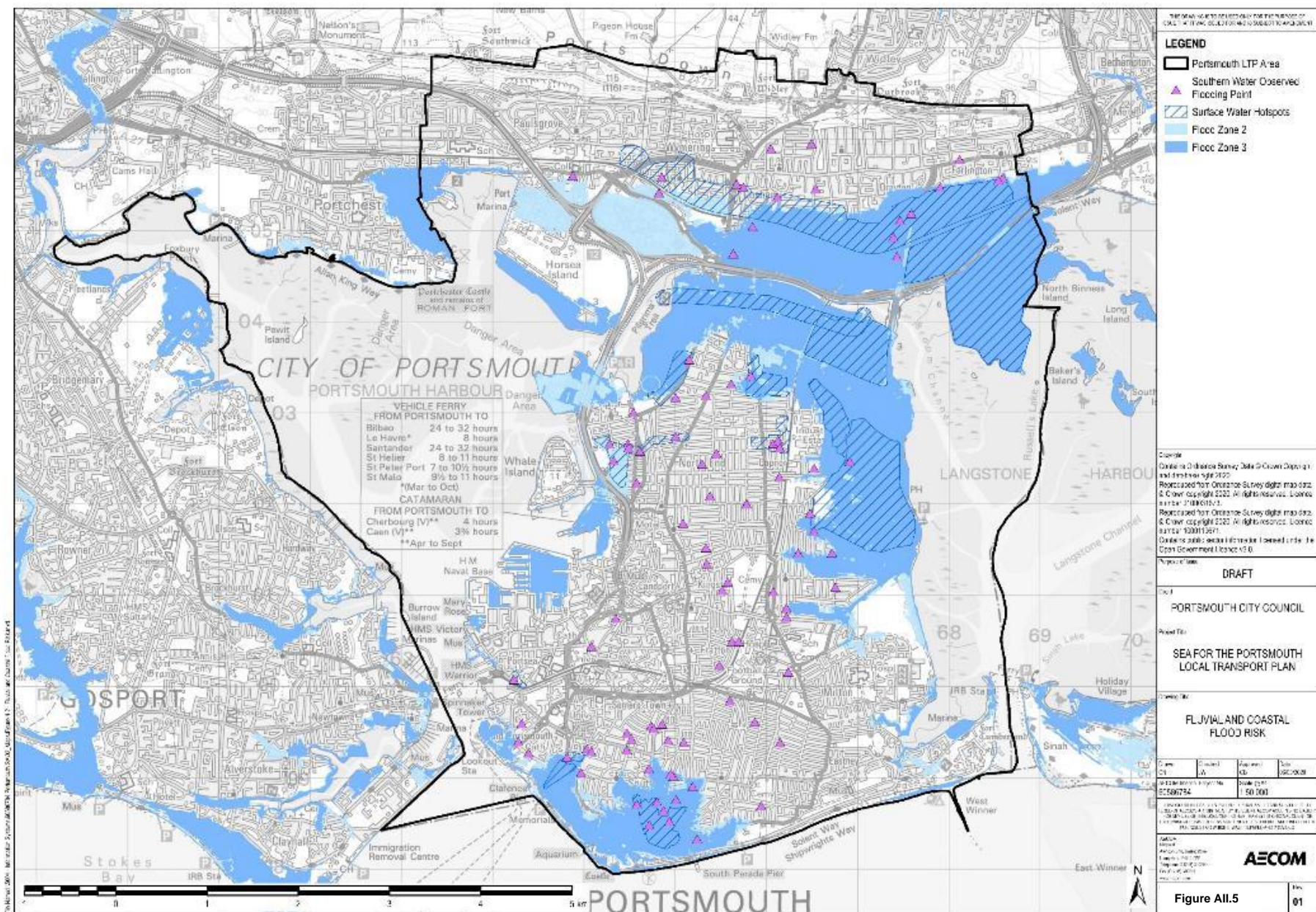


Figure All.5 identifies the areas that are at risk from fluvial and coastal flooding, as well as Surface Water Hotspots.

⁴⁸ UK Government (n.d.): 'Flood Risk from Surface Water' [online] available from: <<https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>> [accessed 22/02/20].



In Portsmouth, regionally important transport links are at risk of coastal flooding and erosion, including the mainline railway links from Portsmouth, the M27 and M275, due to increasing sea levels and forebulging (sinking of low-lying land). In response, the Eastern Solent Coastal Partnership (ESCP) formed an alliance in 2012 to deliver a combined, efficient and comprehensive coastal management service across the coastlines of four Local Authorities: Havant Borough Council, Portsmouth City Council, Gosport Borough Council and Fareham Borough Council.

As a unitary authority, Portsmouth City Council is designated as a Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010 (the 'act'). The act places a statutory duty on LLFA's to develop, maintain, implement and monitor a Local Flood Risk Management Strategy⁴⁹ to manage local flood risk in its area. As part of this process, Portsmouth produces several management plans. Portsmouth Council's Surface Water Management Plan⁵⁰ identified areas within the LTP area at higher risk of flooding. Local flood risk is defined as flood risk originating from sources other than main rivers, the sea and large reservoirs and hence principally flood risk from: a) surface runoff b) groundwater, and c) ordinary watercourses. Subsequently, the plan identified 5 areas most at risk of 'intermediate' local flooding, designated as 'flooding hotspots.' These are as follows:

- Cosham (north of railway line);
- Farlington Marshes;
- War dept sewer;
- Pier Road (Little Morass); and
- Southsea (Great Morass).

Future baseline

Climate change has the potential to increase the occurrence of extreme weather events in Portsmouth, in line with increases in mean temperature, fluctuations in rainfall and localised storms. This is likely to increase water-related events such as surface, fluvial and coastal flood risk, resulting in an increased need for resilience and adaption for transport infrastructure.

A notable concern is rising sea levels, given the nature of the LTP area as a coastal city, and the ongoing forebulging putting shoreline assets, residents and developments at risk of flooding from the sea.

With regards to climate change mitigation, per capita emissions are likely to continue to decrease as energy efficiency measures, renewable technology production and new technologies become more readily available and widely adopted. This includes relating to the update of more energy efficient and less polluting vehicles, including electric cars.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- A range of flood risk issues exist across Portsmouth, including fluvial, surface water and tidal/coastal flooding. Transport infrastructure development should avoid increasing flood risk (including future flood risk) and provide betterment in terms of decreasing local flood risk wherever possible, particularly in the introduction of new hard-surfacing.
- The transport network in Portsmouth has the potential to become increasingly vulnerable to the potential effects of climate change in forthcoming years. As such, the resilience of the transport network to the likely impacts of climate change will be a factor in its effective functioning.

Landscape

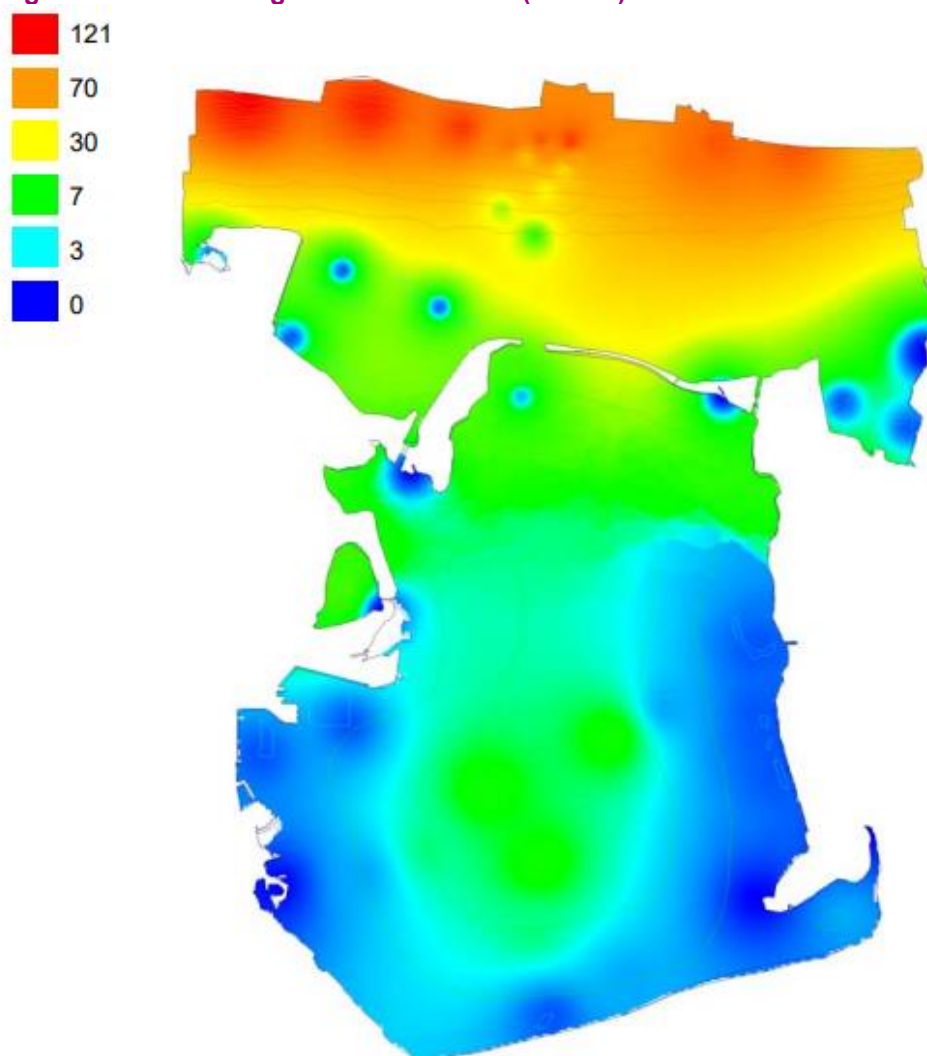
The topography of Portsmouth is highly varied, with the land rising dramatically (over 121 meters above sea level) to the north of the LTP area, in comparison to the low-lying edges of the City (see **Figure AII.6**). Portsmouth is the only city in the UK to be situated primarily on an island (Portsea

⁴⁹ Portsmouth City Council (2015): 'Local flood risk management strategy' [online]. available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf> [accessed 22/02/20].

⁵⁰ Portsmouth City Council (2012): 'Surface Water Management Plan' [online]. available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf> [accessed 22/02/20].

Island). Bounded by two inter-tidal harbours to the east and west, and The Solent to the south, a narrow tidal strip known as Ports Creek separates Portsea Island, on which the bulk of the city is located, from the mainland⁵¹. The majority of Portsea Island is artificial/ man made in its nature, with obvious sea defences and development right up to the valuable deep harbour edges and dredging of channels. Except for Portsdown Hill, which forms the northern boundary of the city, a defining characteristic of Portsmouth is that it is extremely flat. Few areas on Portsea Island extend much beyond above sea level, resulting in large parts of the city being at risk from tidal flooding. On the mainland, land heights gradually increase towards Portsdown Hill to the north. This hill is popular with residents its large areas of open space offer opportunities for recreation space and spectacular panoramic views across the city.

Figure All.6: Land height above sea level (meters)



National Character Areas (NCAs) are landscape areas which share similar characteristics, following natural lines in the landscape rather than administrative boundaries. Developed by Natural England, NCA profiles describe the natural and cultural features that shape each of these landscapes, providing a broad context to its character. The LTP area sits within the South Coast Plain NCA (126)⁵², which is described as: *a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water.* Key features include:

⁵¹ Portsmouth City Council (2011): 'Urban Characterisation Study' [online] available to download via:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-local-dev-design-urban-characterisation.pdf> [accessed 23/02/20].

⁵² Natural England (2014): 'National Character Area profile: 126. South Coast Plain'. [online] available to download from:

<http://publications.naturalengland.org.uk/publication/4923911250640896> [accessed 20/02/20].

- Plain slopes that slope gently southwards towards the coast. From the coastal plain edge there are long views towards the sea and the Isle of Wight beyond.
- The underlying geology of flinty marine and valley gravels extends several miles inland to the dip slope of the South Downs and the South Hampshire Lowlands. This gives rise to deep and well-drained high-quality soils.
- In places, streams and rivers flow south from the higher land of the downs to the sea.

Hampshire County Council has conducted landscape character area assessments⁵³ within the county, where areas possess similar characteristics. The following characteristics are relevant to Portsmouth include:

- Langstone and Chichester Harbours - a shallow marine basin enclosed by a low lying natural and man-made sea defence shoreline of low walls and embankments.
- Western Solent - a former Pleistocene river valley, flowing west to east with a shingley silty undulating seabed with overlying muds.
- Eastern Solent - a former Pleistocene river, sheltered from predominant south-westerly winds, with very busy shipping, including commercial huge container vessels, tankers, ferries, high speed vessels, hovercraft and recreational sailing.

No assessment to date has been conducted for Portsmouth Harbour.

At the local level, Portsmouth County Council conducted a Landscape Character Assessment (LCA) in 2012 for Portsea Island, identifying information regarding the Landscape Character Areas (LCAs) within the region for a flood risk and coastal assessment.⁵⁴ There are three key coastal 'areas' located within the LTP area:

- **The Seafront** stretches from the Portsmouth Harbour entrance in the west through to the Langstone Harbour entrance in the east. It covers four miles, with a diverse character, varying from built waterfront to semi-natural shingle beach. The seafront is a developed western end that becomes gradually more informal towards east. There are extensive areas of public open space along coastline between built frontage and sea. Additionally, there are predominant shingle storm beaches interspersed with historic sea defences and piers, providing harsh exposure to the elements, such as winds, storms and sunshine. Land is predominantly for recreational use, with considerable public access to the shoreline open space.
- **The North Coast** provides an outlook across harbours and creek to nearby mainland and Portsdown Hills beyond from an engineered shoreland. There are extensive areas of public open space and walking routes along whole extent, but the area is still influenced by nearby motorway and traffic noise, and busy routes/ crossings. Historic land defences create unusual landform and moats. The formality of western end changes towards informality in more remote parts of north and east.
- **The East Coast** is characterised by an adapted/ engineered shoreline, with banks, walls and boulders. There are extensive areas of public open space and a walking route along the whole extent. The main transport corridor influences the overall character of the area and restricts harbour side spaces physically to a narrow strip, except at Common. Further, there is some informality of open spaces with signs of disuse and neglect. Adjacent housing areas in the East Coast include: Milton, Baffins and Anchorage Park.

In addition to the Portsmouth coastal LCA, the Council conducted an urban characterisation study in 2011, which depicted the following additional 21 urban landscape character areas. Each of these has been grouped into nine character types within the LTP area with the following characteristics:

- The Historic Core:
 - Large areas covered by conservation area status.
 - Interesting streetscape with historic lighting, paving and structures.

⁵⁴Portsmouth City Council (2012): 'Landscape Character Assessment- Portsea Island Coastal Defence Flood Risk' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/dev-seafront-masterplan-portseaisland-landscape-character-assessment.pdf> [accessed 23/02/20].

- Vistas across Portsmouth Harbour and The Solent.
- Strong sense of place and maritime links.
- Few busy vehicular routes through the area.
- Early Victorian Expansion:
 - Buildings dating between 1830 and 1870.
 - Later infill developments.
 - Large Victorian houses converted into flats.
 - Vibrant retail and leisure at Southsea Town Centre.
 - Large expanse of open space at Southsea Common providing range of tourist attractions.
- Pre-War Terraces:
 - Buildings generally dating from 1870-1920.
 - Uniform 2 storey terraced housing.
 - Streets set out in a rigid grid pattern.
 - Predominantly red brick houses with slate or tiled roofs.
 - High density dwelling.
- Inter and Post-War Housing:
 - Buildings predominantly dating from 1915-1980 with later infill development.
 - Served by small local centres.
 - Lower than average dwelling density.
 - Areas of terraced housing, generally larger than those of Pre-War Type.
 - Modern cul-de-sac developments of varying ages and styles.
- Post-War Estates:
 - Buildings date between 1950 and 1980.
 - Largest range of building heights in centre and south of city.
 - Some large block patterns which fragment street networks.
 - Grass verges, communal open spaces and small play areas scattered throughout.
 - Small pockets of older terraced housing survive in some areas.
- Mixed-Use:
 - Mix of residential, industrial, commercial and leisure uses.
 - Residential development typically dates from 1980 onwards but earlier in some in places.
 - Cul-de-sac layout of houses and taller apartment blocks common.
 - Green verges, communal open areas and off-street parking are common features.
 - Important areas of employment and retail.
- Civic/ University Core:
 - Range of building styles and ages.
 - Building heights typically between 3 and 5 storeys.
 - Strong sense of place with several distinctive buildings.
 - Large open areas to the west.
 - Good public transport links.
- Harbours:

- Portsmouth Harbour- a busy commercial and naval port, with a predominantly developed coastline that provides essential links to Europe, the Isle of Wight and Gosport, and marinas and sailing schools along the shoreline.
- Langstone Harbour- a quiet harbour used predominantly for leisure activities, with a marina located at Eastney lake, moorings throughout and a small commercial ferry to Hayling Island to the North.
- H.M. Naval Base:
 - Operational Naval Base- contains listed buildings dated pre-1870, an active naval base with associated uses and restricted public access, with short facilities including ship building and fleet support.
 - Portsmouth Historic Dockyard- contains listed buildings dated pre-1870, with strong maritime character and a major tourist attraction (with sights including the Mary Rose, H. M. S. Victory and various museums).

Future baseline

New infrastructure, including transport, could negatively impact the natural and built environment of the plan area, through small, incremental changes to the landscape and townscape character of Portsmouth. Improved transport links providing greater accessibility for visitors and locals could harm the tranquil town and marine landscape in certain shielded areas, such as Langstone Harbour.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- Coastal areas may be affected by transport infrastructure development which encroaches upon key spaces, including open spaces and scenic views.
- Enhanced active travel connections can provide opportunities for people to better experience key vistas and views.
- Development will need to consider both short-term and temporary impacts (during construction) as well as longer term potential impacts including visual impacts and any increase of hard surfacing.

Historic environment

Figure AII.7 presents the historic environment designations within the LTP area which are further discussed below.

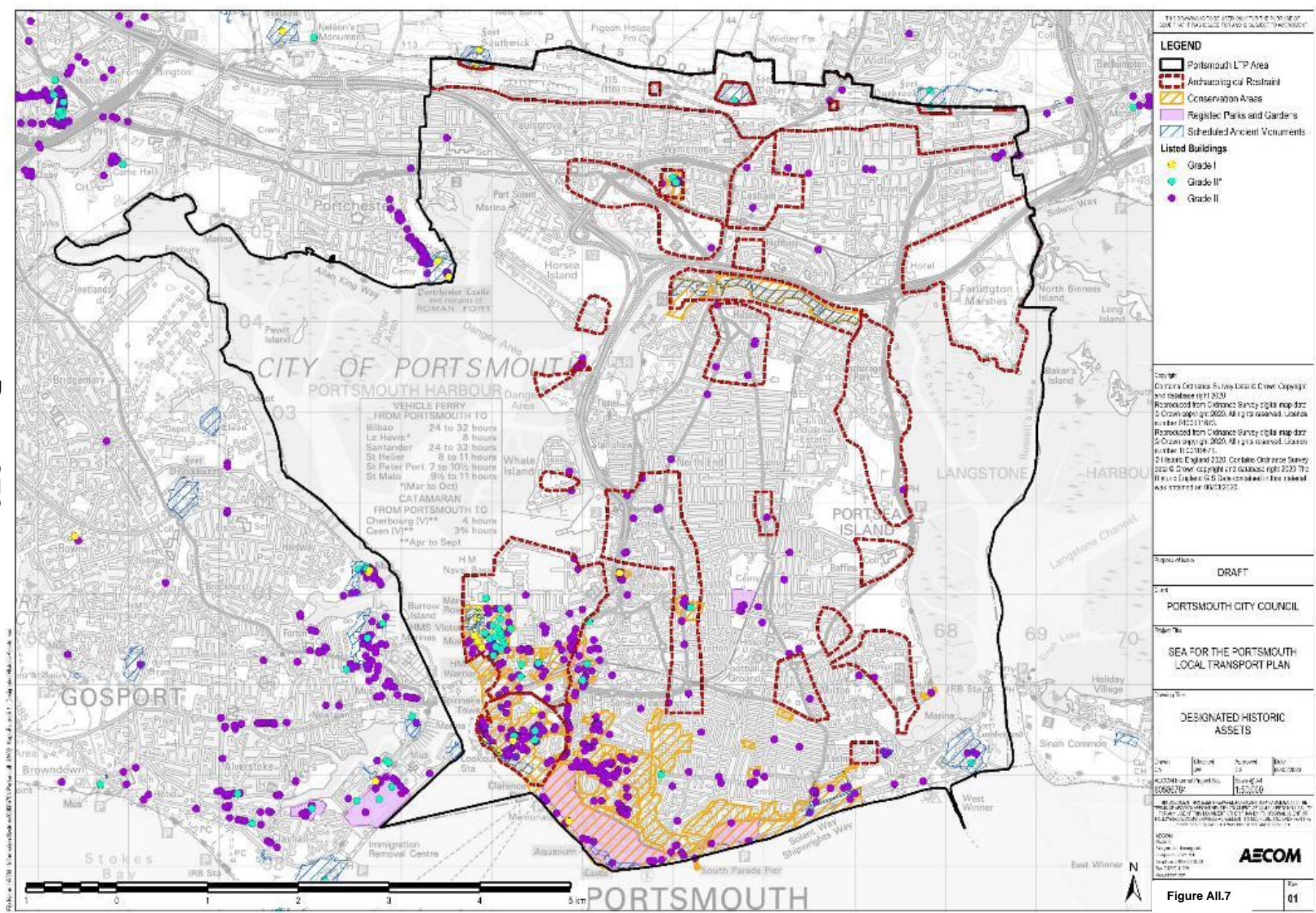


Figure AII.7

The Historic Environment Records (HERs), provide information services relating to local archaeological finds, historic buildings and landscapes.

There are over 450 listed buildings in the plan area. These include: 13 Grade I listed buildings, 33 Grade II* listed buildings and 408 Grade II listed buildings. 10 of these buildings have been identified as being 'at risk' by Heritage England within the Heritage at Risk Register⁵⁵, which indicates a greater risk of loss through neglect, decay or inappropriate development. These are:

- Church of St Mary (Grade II*);
- Church of St Luke (Grade II);
- Church of St Cuthbert (Grade II);
- No. 25 Store (Grade II*);
- Iron and Brass Foundry (Grade II*);
- 2-8, The Parade (Grade II*);
- The Beneficial School (Grade II*);
- Former Royal Naval Academy (Grade II*);
- Fort Purbrook (Grade II*); and
- Wymering Manor (Grade II*).

Scheduled monuments are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. According to the Natural Heritage Register for Heritage England, there are 18 scheduled monuments within the plan area, including Portsmouth Garrison Church and Portsmouth Dockyard, the Docks. Of these, 6 are identified as being 'at risk' by Heritage England. These are:

- Fort Cumberland;
- No.5 and No.6 Dock;
- Hilsea Lines – Centre Bastion;
- Horse Sand Fort;
- Fort Southwick; and
- Fort Widley.

Historic parks and gardens are noted as a fragile and finite resource by Historic England⁵⁶, as they can easily be damaged beyond repair or lost. There are 3 registered parks and gardens within the plan area, all listed as Grade II. These are:

- Victoria Park;
- Southsea Common; and
- Kingston Cemetery.

Conservation areas are designated because of their special architectural and historic interest.⁵⁷ Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the reasons for designation and providing a greater understanding and articulation of its character. There are 30 designated conservation areas in Portsmouth.⁵⁸

There are 1698 monument records on the HER for the area within the Portsmouth City Council boundary. These include findspots, archaeological sites/features, monuments, historic buildings etc. They range in date from the Palaeolithic to the 20th century, with each period represented i.e.

⁵⁶ Historic England (2018): 'Registered Parks and Gardens' [online] available to download from: <<https://www.historicengland.org.uk/listing/what-is-designation/registered-parks-and-gardens/>> last accessed [18/02/20].

⁵⁷ Historic England (2018): 'Conservation Areas', [online] available to access via: <<https://www.historicengland.org.uk/listing/what-is-designation/local/conservation-areas/>> last accessed [28/02/20].

⁵⁸ Portsmouth City Council (n.d.): 'Conservation areas' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/dev-all-cons-areas-map.pdf> [accessed 18/02/20].

Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age, Roman, Saxon/Early Medieval, Medieval, Post Medieval and Modern. The largest percentage of records will date to the Post Medieval period.

Portsmouth hosts a rich archaeological history. Portsdown Hill is an area particularly rich in Prehistoric and early-medieval archaeology. Bronze Age cremation and inhumation burials found at Southwick Hill Crossroads and Gob's barrow are some of the earliest sites in the area. Evidence of Iron Age activity includes a small occupation site recorded during excavations near the George Inn, stock enclosures at Hoylake Road and a field system at Gillman Road.

Portsmouth city has an extensive maritime heritage. The area was once heavily fortified with a line of defensive works during its reign as a naval city, including walls, bastions, and moats protecting the town of Portsmouth (now Old Portsmouth), and another line encompassing Portsea and the Dockyard. By 1850 Portsmouth dockyard was considered the largest industrial complex in the world. Part of the dockyard has now become the Historic Dockyard and a major visitor attraction.⁵⁹ Subsequently, Portsmouth is one of the world's best-known ports, whereby HMRB Portsmouth is the home of the UK's Naval Base, located on the eastern shore of Portsmouth Harbour.

Despite its long history of human occupation, most buildings in Portsmouth date from the Georgian, Victorian and Edwardian eras. Large scale housing development as the dockyard grew mainly took the form of terraced houses for the workforce. Accompanying this were other buildings to serve the growing population such as churches, public houses, shops, cemeteries, banks and schools. Later other building types such as cinemas were added. Modern post war housing estates are generally found further north.

Future baseline

Transport infrastructure, particularly roads and associated installations such as guard rails, traffic signs and lights, as well as air and noise pollution can have a negative impact on the historic environment, and the public realm in general. New transport infrastructure provision within Portsmouth has the potential to impact on the fabric and setting of cultural heritage assets; for example, through increasing local and visitor footfall within sensitive historic assets, particularly the historic Dockyard and seascape, which are major visitor attractions in the city, and sensitive to deterioration in the long term.

However, there is some potential for development to provide beneficial enhancement of heritage assets in the plan area, with emphasis on the city's seascape views, harbours and sights from Portsdown Hill.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- There is a wealth of designated and non-designated assets within the Plan area. Transport infrastructure development has the potential to impact upon key designated heritage settings, particularly during construction. Development should avoid loss of any open spaces that contribute to the character of historic towns and villages, particularly within designated Conservation Areas and seek to manage the impacts of congestion and parking in these areas.
- Development of transport infrastructure should ensure that any necessary archaeological investigation is undertaken prior to any works.
- Development should maximise upon opportunities for positive effects in relation to the historic environment, potentially through accessibility improvements, including increased active travel opportunities within historic areas, and reducing signage which contributes to a 'cluttered' street scene.

Land, soils and water resources

The Agricultural Land Classification classifies land into six Grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' land and Grades 3b to 5 are of poorer quality. According to the Agricultural Land Classification map London and the South East (ALC007) (published 2010), most of the plan area is classified as being 'Non-Agricultural Land',

⁵⁹ Portsmouth City Council (2017): 'Sustainability Appraisal Scoping Report' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/plan-sustainability-appraisal-scoping-report.pdf> > [accessed 18/10/20].

as 'Land predominantly in urban use', with some areas identified as 'Other land primarily in non-agricultural use'.

The Water Framework Directive (WFD) drives a catchment-based approach to water management with a view to improving the overall water quality of watercourses in any given catchment. Portsmouth is located within the South East River District, specifically, the East Hampshire Management catchment and East Hampshire Rivers operational catchment. The East Hampshire Rivers operational catchment contains 12 water bodies, of which 8 are river, canal and surface water transfers and 1 is identified as a lake. **Table AII.4** sets out the ecological and chemical classification for surface waters in the Catchment as measured in 2016. Although none of these run directly through Portsmouth City Centre, there are four watercourses flowing into Portsmouth Harbour and Langstone Harbour that are monitored by the Environment Agency twelve times a year and tested for chemistry, biology and nutrient levels.

Within Portsmouth Harbour are a series of lakes, including Fountain Lake near the harbour, Portchester Lake in the central south, Brick Kiln Lake and Tipner to the east, and Bombketch and Spider Lakes to the west. In the channel further to the northwest, around Portchester, are Wicor, Cams, and Great Cams Lakes, and the large tidal inlet of Langstone Harbour lies to the east of Portsea Island. Protected waterbodies include the Portsmouth Harbour, Langstone Harbour and Spithead and Stokes Bay Shellfish Waters and the Eastney and Southsea East Bathing Waters.

Table AII.4: Ecological and chemical classification for surface waters

Number of water bodies	Ecological status Bad	Ecological status Poor	Ecological status Moderate	Ecological status Good	Ecological status High	Chemical status Fail	Chemical status Good
12 water bodies	1 water body	1 water body	7 water bodies	3 water bodies	0 water bodies	0 water bodies	12 water bodies

The reasons for those 9 surface bodies who have not achieved a 'Good' status with regards to Ecological status or potential include:

- Agriculture and rural land management;
- Domestic General Public;
- Industry;
- Local and Central Government;
- Urban and transport; and
- Water Industry.

Southern Water collects and treats waste water (including surface water) in Portsmouth. It owns and maintains a range of assets which are essential to effective flood risk management in the city. Havant Borough Council has a partial land boundary with Portsmouth, and the southern part of the boundary (Hayling Island) interacts with Langstone Harbour by means of surface water, treated waste water and, occasionally, in times of extreme weather events. Partially treated dilute wastewater which is discharged via consented storm overflows. Budds Farm Wastewater Treatment Works treats the wastewater from homes across Portsmouth and the wider area.⁶⁰ The flows from the city travel from Eastney Pumping Station along a pipeline within a 7.8km tunnel that runs beneath Langstone Harbour to Budds Farm.

Portsmouth has a shoreline with a total length of 43.5 km, 32 km around Portsea Island and 11.5 km on the mainland. It also has 3 km of drainage channels. The Council is directly responsible for 23 km of Portsmouth's coastline with the remaining 21 km in private ownership, predominantly to the Ministry of Defence. The East Solent Coastal Partnership (2013-2030)⁶¹, builds on policies set by the original coastal plan for Portsmouth Harbour ('The North Solent SMP') to decide how the coastline surrounding Portsea island, Portsmouth and Hampshire will be managed for the current century. The

⁶⁰ Southern Water (2011): 'Management of Wastewater in Portsmouth and Havant' [online] available to download from: https://www.southernwater.co.uk/Media/Default/images/3060_PortsmouthHavant_WWT_v4.pdf [accessed 23/02/20].

⁶¹ East Solent Coastal Partnership (2013): 'Portsea Island Coastal Strategy' [online] available to download from: < <https://www.escp.org.uk/portsea-island-coastal-strategy>> [accessed 23/02/20].

strategy, in combination with the Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy (2013), completes the long-term strategic approach to Portsmouth's entire coastline.

Portsmouth City Council's Interim Nutrient Neutral Mitigation Strategy⁶² identifies that high levels of nitrogen draining from the Solent catchment area have caused excessive growth of green algae (a process called eutrophication), which is having a recognised, detrimental impact upon the region's internationally protected habitats. The strategy identifies that *"all new development involving, or generating additional, overnight stays should be 'nutrient neutral', as one means of ensuring that development does not add to the existing nutrient burdens"*. Impacts from additional wastewater on water quality must also be appropriately assessed *"in order for the Appropriate Assessments [as required by the Habitats Regulations⁶³] of proposals to conclude that there are no adverse effects on habitat sites."*

Portsea Island is part of a broad low-lying plain of flinty marine and valley gravels, underlain by clays, sands and gravelly deposits of gravel and brickearth. Underlying these are the Chalk and Tertiary folded strata, one of which forms Portsdown Hill where the chalk face has been exposed through natural fault and cutting (for the M27 corridor). In terms of elevation, a large part of the island is vulnerable to flooding, particularly at Hilsea Lines, where the land has been evacuated for defence purposes in order to create moats and embankments.⁶⁴

According to the Hampshire Minerals and Waste Plan, Portsea Island contains two active disposal sites: one Waste Transfer Station (WTS) and one Material Recovery Facility (MRF). The mainland is home to a Household Waste Recycling Centre (HWRC) and Metal recycling site (MRS & ELV).

Future baseline

Future development of land for infrastructure has the potential to take place on greenfield land.

In terms of water quality, the requirements of the Water Framework Directive should lead to continued improvements to water quality in watercourses, as well as planning policy regarding the introduction of sustainable drainage systems in new development. Water quality is also likely to continue to be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies.

Water availability in the wider area may be affected by increases in population and an increased occurrence of drought, which is estimated to become increasingly prevalent as a result of climate change.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- As a predominantly urban area, greenfield land is limited, and its loss should be avoided where possible.
- Due to increasing legislative and regulatory requirements, there are increasing pressures to improve recycling rates and re-use of materials within the County. Subsequently, recycling measures for resources will be important for the council to maintain.
- Portsmouth contains many waterbodies, some of which are in 'bad' or 'poor' ecological condition. Transport infrastructure development will need to manage and mitigate the effects of development on waterbodies, including the effects of surface water run-off, and any increased flood risk, and support the WFD objectives in relation to good water quality
- Portsmouth's extensive shoreline is managed by Portsmouth City Council and Ministry of Defence, whilst the extent of the four main watercourses that flow through the centre into the harbours are monitored twelve times per year by the Environment Agency. Any infrastructure development should seek to support the objectives of the relevant strategies associated with shoreline, coastal area and river body management.

⁶² Portsmouth City Council (2019) Interim Nutrient Neutral Mitigation Strategy for New Dwellings for the 2019 – 2023/24 period [online] available at: <https://www.portsmouth.gov.uk/ext/documents-external/pln-interim-nutrient-neutral-strategy-v2.pdf>

⁶³ Conservation of Habitats and Species Regulations 2017 (as amended).

⁶⁴ ⁶⁴ Natural England (2014): 'National Character Area profile: 126. South Coast Plan'. [online] available to download from: <file:///C:/Users/lauren.egan/Downloads/126%20South%20Coast%20Plain.pdf> [accessed 20/02/20].

Population and human health

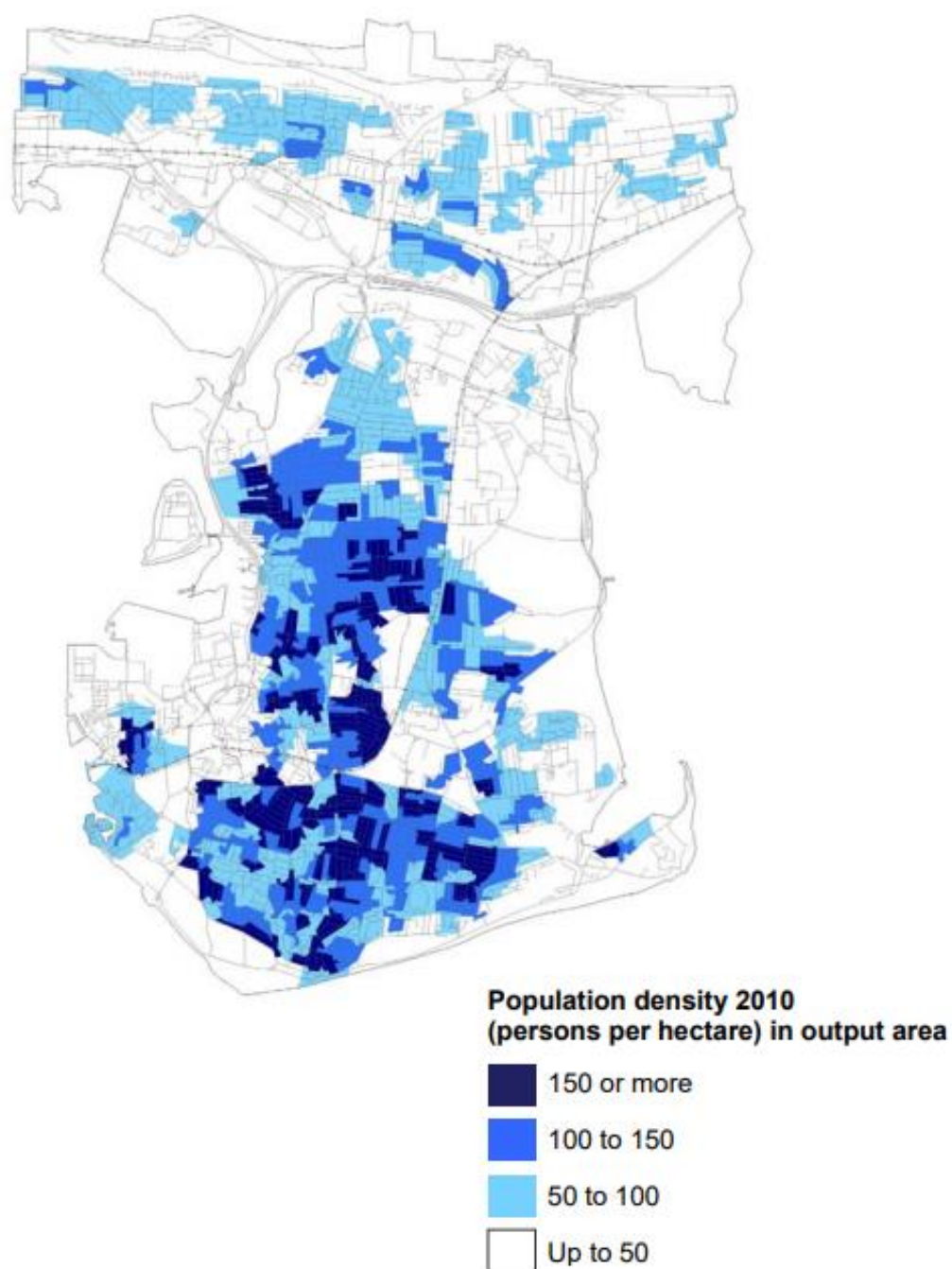
As indicated in **Table All.5**, total population change for Portsmouth between 2001 and 2011 was 9.83%, considerably higher than the average growth for the South East (7.83%) and England as a whole (7.88%).

Table All.5: Population Growth 2001-2011

Date	Portsmouth	South East	England
2001	186,701	8,000,645	49,138,831
2011	205,056	8,634,750	53,012,456
Population Change	9.83%	7.93%	7.88%

Portsmouth's relatively high levels of urbanisation have led to a high population density, particularly in the urban centre. ONS estimates indicate a density of 5,146 people p sq/ km⁶⁵. **Figure All.8** outlines population density across the plan area.

⁶⁵ ONS (2010): 'Population Density 1981-2010' [online] available to download from: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationdensitytables> [accessed 23/02/20].

Figure All.8: Population Density (2010)⁶⁶

⁶⁶ Portsmouth City Council (2010): 'Urban Characterisation Study' [online] available from: <https://www.portsmouth.gov.uk/ext/documents-external/pln-local-dev-design-urban-characterisation.pdf> [accessed 23/02/20].

Table All.6 identifies that generally, there is a higher proportion of residents aged between 16-44 (46.3%) in the plan area in comparison to figures for the South East (37.7%) and England (39.4%) as a whole. Similarly, the proportion of residents within the working age category (25-44) is higher in Portsmouth than for the region and nation. Conversely, the proportion of residents over the age of 60 (18.2%) is lower for Portsmouth than for the South East (23.4%) and England as a whole (22.3%).

Table All.6: Age Structure

Age	Portsmouth	South East	England
0-15	18.4%	19.0%	18.9%
16-24	17.8%	11.2%	11.9%
25-44	28.5%	26.5%	27.5%
35-59	17.1%	19.9%	19.4%
60+	18.2%	23.4%	22.3%
Total Population	205,056	8,634,750	53,012,456

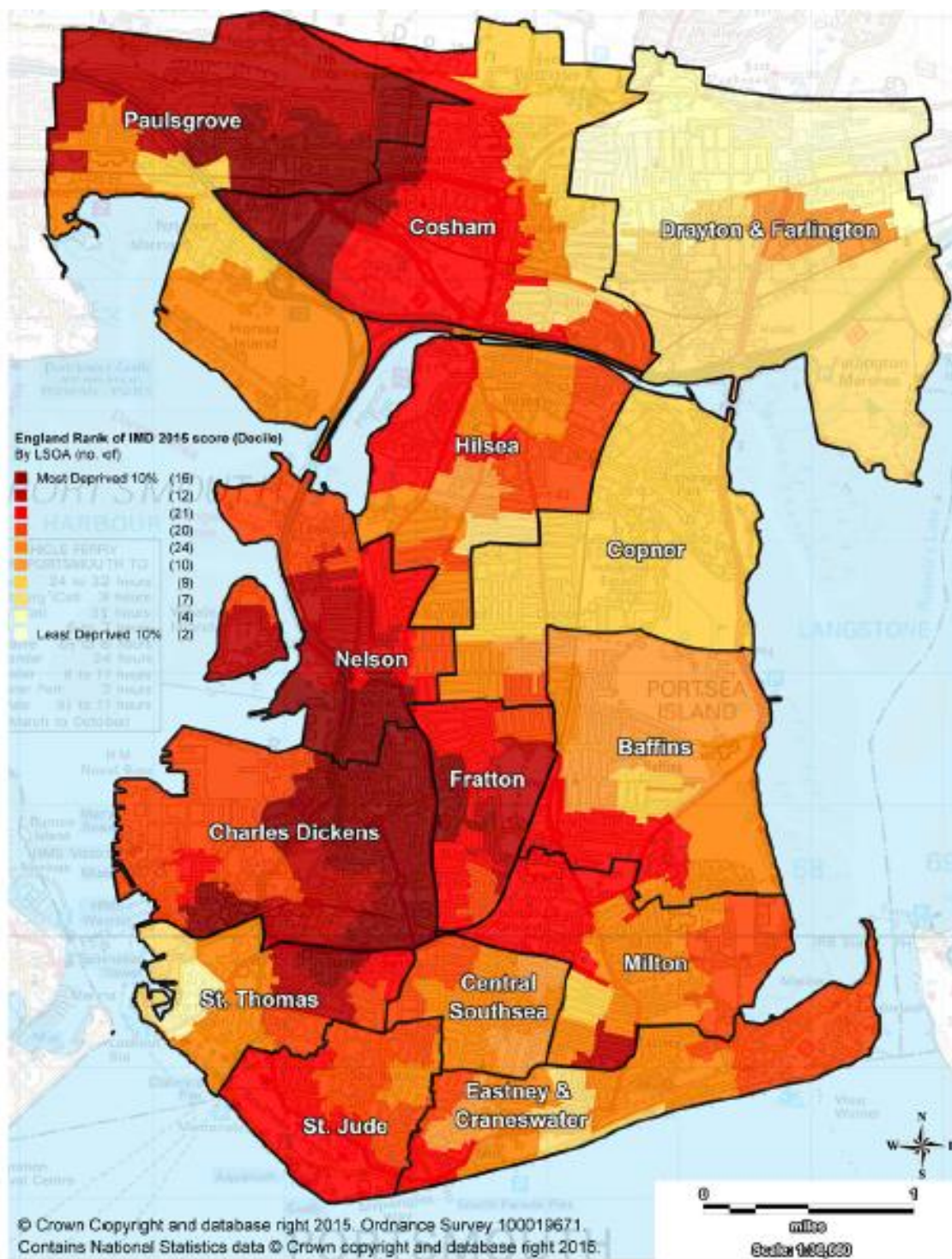
The Index of Multiple Deprivation 2015 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work but who have low earnings (satisfying the respective means tests).
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those individuals who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.
- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services, with indicators categorised in two sub-domains.
 1. 'Geographical Barriers': relating to the physical proximity of local services
 2. 'Wider Barriers': relating to access to housing, such as affordability.
- **Living Environment:** The quality of the local environment, with indicators falling categorised in two sub-domains.
 1. 'Indoors Living Environment' measures the quality of housing.
 2. 'Outdoors Living Environment' measures air quality and road traffic accidents.

Two supplementary indices (subsets of the Income deprivation domains), are also included:

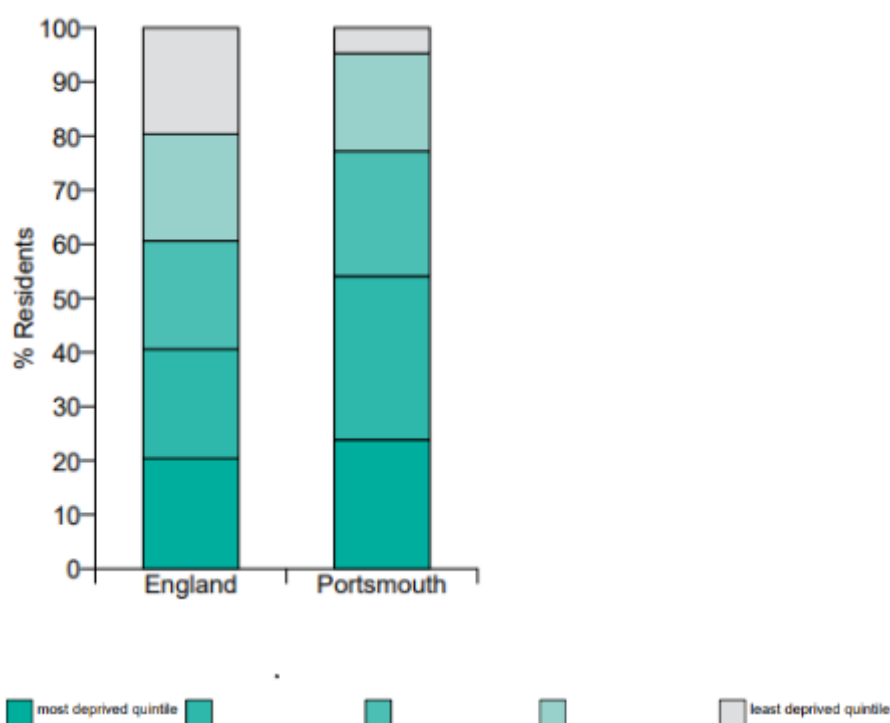
- **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
- **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

The spatial distribution of deprivation (English indices of deprivation (2015)) within the plan area are shown in **Figure All.9** below.

Figure All.9: Indices of Deprivation for Portsmouth (2015)⁶⁷

As shown in **Figure All.10** a higher percentage of residents in Portsmouth live in deprived quintiles in comparison to national figures. The reverse trend can be seen for the least deprived quartiles.

⁶⁷ Department for Communities and Local Government (2015): 'Indices of Deprivation' in: Joint Strategic Needs Assessment (2016) available to download from: <<https://www.portsmouth.gov.uk/ext/documents-external/hlth-jsna-annualsummary-2016.pdf>> [accessed 21/02/20].

Figure All.10: Percentage of population living in each quintile of deprivation

According to Portsmouth's most recent Joint Strategic Needs assessment (JSNA), Portsmouth is ranked 63rd out of 326 local authorities nationally.⁶⁸ As shown in **Figure All.9** (above), the electoral wards with the highest levels of deprivation are mostly condensed to the central west and north west regions, with the eastern areas demonstrating lower areas of deprivation. The ward demonstrating the most significant levels of deprivation (10% most deprived nationally) is Charles Dickens, with a high unemployment rate (9%).

Portsmouth is a key employer in the sub-region, and employs over 100,000 residents, with the strongest sectors being public administration, defence, education and health. However, it has been noted that opportunities within the centre aren't diverse enough to attract high profile employers, leading residents to commute to areas surrounding Portsmouth with greater opportunities in professional services, finance, infrastructure, retails and construction sectors. The retail area in the City Centre (Gunwharf Quays) supports the needs of residents; however, the cities' leisure and entertainment offer are somewhat limited, with relatively few restaurants suitable for dining.⁶⁹ In comparison, Southsea town centre, positioned close to the seafront, benefits from a stronger restaurant offer for residents, alongside independent shops, national high street chains, supermarkets and bars for local entertainment. There are 10 secondary schools and 50 primary schools in Portsmouth, alongside the University of Portsmouth, which has over 23,000 students. In addition, there are 18 community centres within Portsmouth.

Green spaces play an important role in improving both physical and mental wellbeing. The plan area has over 65 parks, gardens and open spaces. The largest area of open space is Portsdown Hill, in the north, which rises to 125 meters and affords spectacular views across the Solent to the Isle of Wight and northwards over Hampshire's rolling countryside, in addition to a variety of wildlife and historic assets for residents to enjoy.⁷⁰ Other open community areas include:

- Watersedge Park;

⁶⁸ Portsmouth City Council (2016): 'Joint Strategic Needs Assessment' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/hlth-jsna-annualsummary-2016.pdf> [accessed 21/02/20].

⁶⁹ DDPS Consulting (2015): 'Portsmouth Retail Study 2015 Vol. 1' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/lplan-portsmouth-retail-study-2015-volume-1-05-05-15.pdf> [accessed 21/02/20].

⁷⁰ Portsmouth City Council (no date): 'City of Portsmouth Parks, Gardens and Open Spaces' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/cul-parks-openspaces.pdf> [accessed 21/02/20].

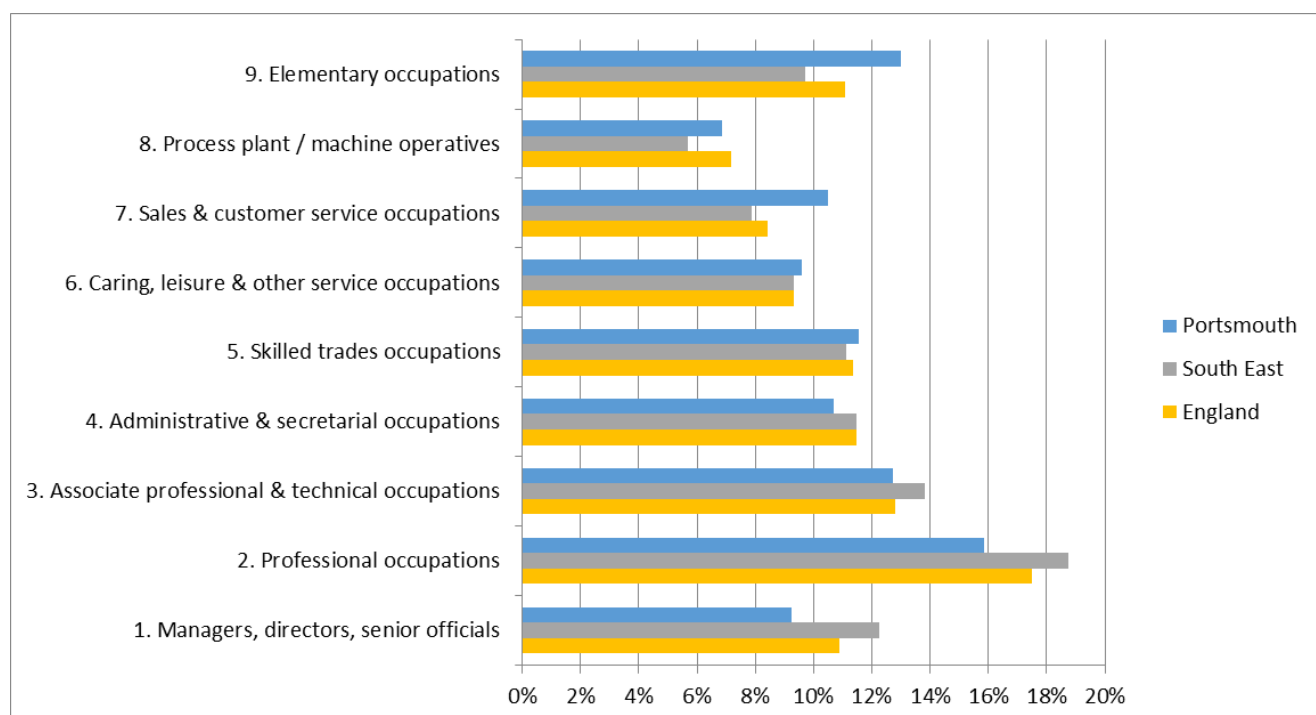
- Waterworks Field Play area;
- Costal Path;
- King George V Playing Fields;
- Anchorage Park;
- Stamshaw Park;
- Gatcombe Gardens; and
- Alexandra Park and Mountbatten Centre.

As shown in **Figure All.11**, census data suggests that the following categories describe most residents' occupational statuses:

- Professional occupations (15.9%)
- Elementary occupations (12.9)
- Associate professional & technical occupations (12.74%)
- Skilled trades occupations (11.6%)

Notably, the proportion of residents in elementary and sales & customer service occupations is greater in Portsmouth (23.5%) than for the South East (17.6%) and England as a whole (19.5%). Further, the proportion of residents in managerial, director or senior roles (9.2%) is also lower than figures for the South East (12.3%) and England as a whole (10.9%).

Figure All.11: Resident Occupations



The census concept of economic activity is compatible with the standard for economic status defined by the International Labour Organisation (ILO). It is one of several definitions used internationally to produce accurate and comparable statistics on employment, unemployment and economic status.⁷¹ In addition, Census data indicates that 68.9% of residents are 'economically active', which is lower than figures for the South East (72.06%), but in line with figures for England as a whole (69.9%).

As highlighted in **Figure All.12**, a total of 82.5% of residents in the plan area deem themselves to be of at least 'Good' health. This figure is in line with statistics for the South East (83.5%) and Nation as

⁷¹ Office for National Statistics (2011): 'Economic Activity' [online] available from: <https://www.nomisweb.co.uk/census/2011/qs601ew> [accessed 23/02/20].

a whole (81.4%). The similar trend is seen for those who identify as having at least 'Bad' health (5.05%).

Figure All.12: Health indicators and deprivation

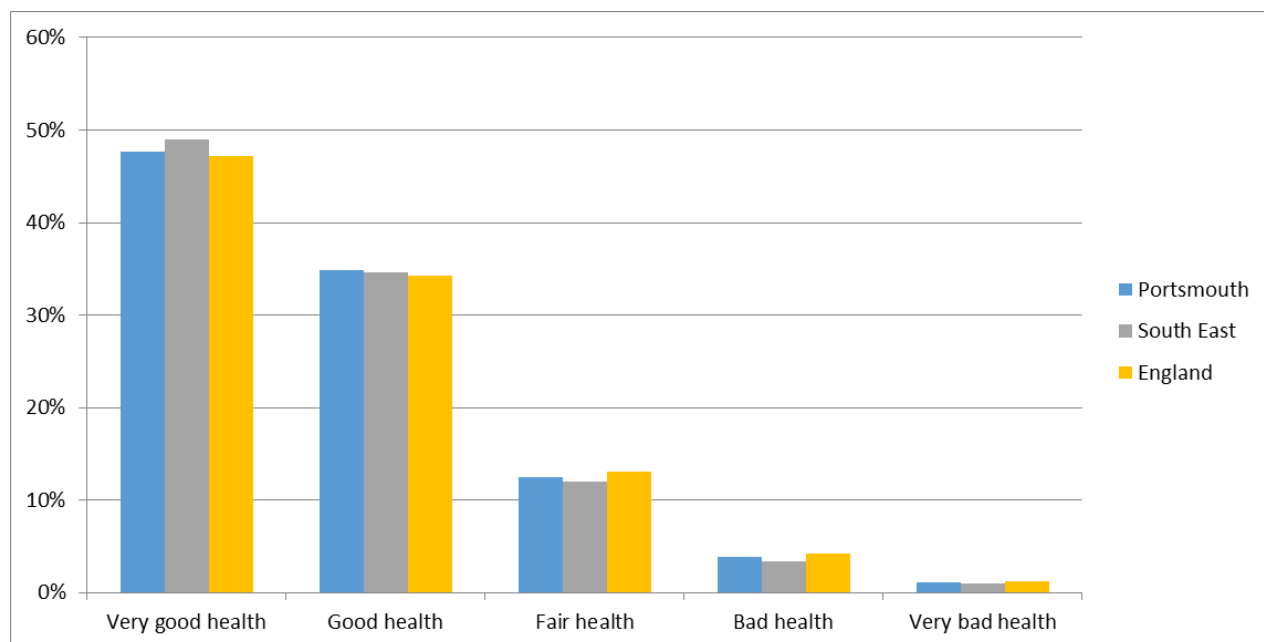
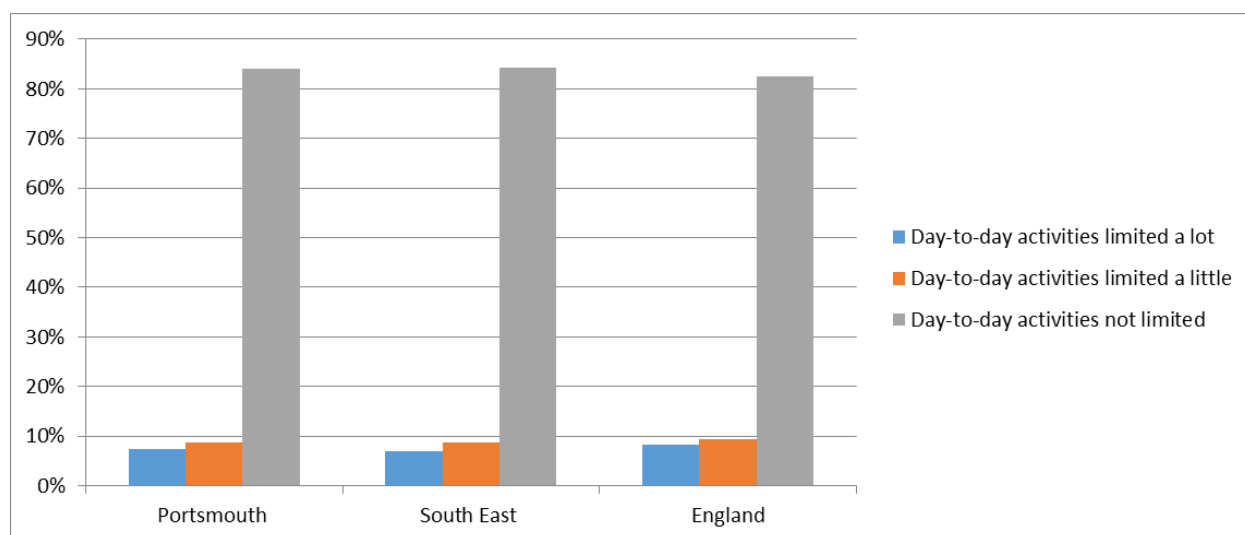


Figure All.13 demonstrates that a lower proportion of disabled residents state that their day-to-day activities are limited 'a lot' (7.4%) in comparison to figures for England as a whole (8.3%), however, this is not the case for figures for the region (6.9%). Further, 83.9% of residents' activities aren't limited at all, which is higher than both regional (84.3%) and national (82.4%) figures.

Figure All.13: Disability restrictions



The most recent Joint Strategic Needs Assessment (JSNA) for Portsmouth describes the current and future wellbeing, health and care needs of residents in the plan area. Key findings from this publication are provided below:

- 63% of adults in Portsmouth are overweight or obese.
- Levels of physical activity in the city decline with age. The largest increases in inactivity take place from 55 years of age.
- Portsmouth has significantly higher rates of factors which are risks for mental ill health (e.g. relative deprivation, alcohol misuse and violent crime) but lower recorded rates than the national average of, for example, depression.

- Twenty-two per cent of all dependent children under the age of 20 years are living in poverty, which is above the England average with levels at twice the national average in some areas of the city (Charles Dickens ward).
- Life expectancy for both Portsmouth males and females is now significantly shorter than the England average.
- Compared to England, Portsmouth has a significantly higher rate of children in need: 175 children had a recorded disability.
- The local Health and Lifestyle Survey found that 33% of adults in Portsmouth are drinking alcohol at levels that put them at 'increasing risk' of developing an alcohol use disorder, with a further 12% drinking at 'high risk' levels.
- The local rate of alcohol-related hospital admission episodes has continued to decline and is now (2014/ 15) significantly lower than the national rate (2021 episodes per 100,000 persons of all ages compared to 2139 episodes per 100,000 persons of all ages)
- Some specific populations in Portsmouth are at risk of ill-health due to lifestyle choices.

Future baseline

The ageing population of Portsmouth has the potential to increase issues relating to accessibility to services, facilities and amenities.

Obesity is seen as an increasing issue by health professionals, and one that will contribute to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer. Transport planning will play a key role in encouraging active transport choices (e.g. walking and cycling) as well as accessibility to sports and recreation facilities.

High levels of deprivation in certain areas of Portsmouth (such as Charles Dickens wards) provides an opportunity for improved transport links to enhance and improve the access of disadvantaged groups to local health and community services.

Although health and wellbeing services in Portsmouth are, overall, in line with regional and national averages, certain disadvantaged groups will require additional support. This should be acknowledged during transportation planning.

Key sustainability issues

Considering the baseline and context review, the following key issues have been identified:

- In terms of deprivation, Portsmouth is ranked 63rd out of 326 local authorities nationally⁷², and exceeds the national average. As such, infrastructure development has the potential to benefit the needs of more deprived wards within Portsmouth by improving accessibility.
- Census data indicates that 68.9% of residents are 'economically active', which is lower than figures for the South East (72.06%). Suitable transport development could benefit the economic vitality of the region by maximising links to employment centres both within and outside the vicinity of the plan area and seeking infrastructure development that maximises inward investment opportunities.
- Lifestyle choices are a significant risk factor for residents' ill health. Transport infrastructure, particularly development of active travel networks, can improve access to facilities such as open spaces, areas of leisure and attraction in order to benefit the overall wellbeing of the population and encourage healthier lifestyle choices and sustainable modes of travel.
- Portsmouth has an ageing population, which has the potential to require specialist services, such as healthcare, supported by good public transport links. Hence, improvement transport links could enhance the accessibility for vulnerable residents to services.

⁷² Portsmouth City Council (2016): 'Joint Strategic Needs Assessment' [online] available to download from: <https://www.portsmouth.gov.uk/ext/documents-external/hlth-jsna-annualsummary-2016.pdf> [accessed 21/02/20].

Appendix III: Alternatives assessment

This appendix presents the detailed assessment of alternatives, as established in Section 5 of the main report. Summary findings for the below assessments are also provided in Section 6 of the main report. Alternatives are established in light of LTP4 objectives and assessed against the SEA framework of objectives (see **Table 3.1** in the main report).

Methodology

For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability objectives identified through scoping (see Table 3.2) as a methodological framework. **Green** is used to indicate significant positive effects, whilst **red** is used to indicate significant negative effects.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the interventions under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how interventions will be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions in order to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.

Finally, it is important to note that effects are predicted taking into account the criteria presented within Regulations.⁷³ So, for example, account is taken of the duration, frequency and reversibility of effects.

Objective 1: Deliver cleaner air

As established in Section 5 of the main report, the focus for assessment under this objective is the Vehicle Classes to be captured in the city centre Clean Air Zone (CAZ). Three options for the CAZ are established as follows:

- **Objective 1 - Option A:** Charging CAZ for Class B
- **Objective 1 - Option B:** Charging CAZ for Class C
- **Objective 1 - Option C:** Non charging CAZ

The three options are assessed against the SEA framework and the detailed findings for this assessment are presented below.

SEA theme	Option A	Option B	Option C
Environmental quality	Yes a likely significant positive effect	Yes a likely significant positive effect	Yes a likely significant positive effect

Environmental quality commentary:

Across all options significant positive effects are considered likely in relation to air quality, as all options will deliver a CAZ; a targeted intervention to improve air quality. Options A and B are considered for potential positive effects of greater significance by not only incentivising alternative and lower emissions vehicles, but also gaining new revenues from the most polluting vehicles to fund further mitigation and future investments. The CAZ covers the majority of four or the five designated AQMAs in the city, targeting those areas of highest emissions. The move to ultra-low emission vehicles is also likely to assist in reducing road related noise pollution.

Option B (Class C) is considered for slightly enhanced positive effects in relation to environmental quality, by its increased coverage/ capture of more vehicle types.

⁷³ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004.

SEA theme	Option A	Option B	Option C
Biodiversity	No likely significant effect	No likely significant effect	No likely significant effect

Biodiversity commentary:

All options are considered likely to lead to minor indirect positive effects for biodiversity, predominantly as a result of improved air quality supporting habitats, species and healthy functioning ecosystems. Again, it is likely that these effects will be slightly enhanced (although they are still considered to remain minor and indirect) under Option B, by means of its charging incentives, and increased coverage/ capture of more vehicle types.

SEA theme	Option A	Option B	Option C
Climatic Factors	Yes a likely significant positive effect	Yes a likely significant positive effect	Yes a likely significant positive effect

Climatic factors commentary:

Across all options significant positive effects are considered likely in relation to air quality and climate change mitigation, as all options will deliver a CAZ; a targeted intervention to improve air quality and incentivise a switch to alternative and lower emissions vehicles. Given the charging schemes under Options A and B, it is considered that vehicle fleets which operate daily within the zone are more likely to be upgraded to meet lower emission standards in light of the financial implications, and where the most polluting vehicles continue to operate new revenues can be gained to fund further mitigation and future investments. Enhanced positive effects are therefore anticipated under Options A and B.

Option B (Class C) is considered for slightly enhanced positive effects in relation to climate change mitigation by its increased coverage/ capture of more vehicle types.

The options differ by the types of vehicle included within the charging framework or non-charging framework, in this respect none of the options are considered likely to affect flood risk.

SEA theme	Option A	Option B	Option C
Landscape	No likely significant effect	No likely significant effect	No likely significant effect

Landscape commentary:

No significant effects are anticipated in relation to landscape under any of the options. All options are likely to incentivise use of low-emission vehicles, however; it is recognised this is likely to be to a greater degree under options A and B as more vehicles will seek to avoid a financial incursion when operating within the defined zone. The likely increased use of electric vehicles in the city is considered for positive implications in terms of roadside noise levels, supporting a more harmonious atmosphere in relation to the cityscape to some degree. Minor indirect positive effects are anticipated under all options in this respect.

Again, it is likely that these effects will be slightly enhanced (although they are still considered to remain minor and indirect) under Option B (Class C), by means of its charging schemes and increased coverage/ capture of more vehicle types.

SEA theme	Option A	Option B	Option C
Historic environment	No likely significant effect	No likely significant effect	No likely significant effect

Historic environment commentary:

Like the findings for landscape above, no significant effects in relation to the historic environment are anticipated under any of the options. All options are likely to incentivise use of low-emission vehicles, however; it is recognised this is likely to be to a greater degree under options A and B as more vehicles will seek to avoid a financial incursion when operating within the defined zone. The likely increased use of electric vehicles in the city is considered for positive implications in terms of roadside noise levels, supporting a more harmonious atmosphere in relation to the historic environment to some degree. Minor indirect positive effects are anticipated under all options in this respect.

Again, it is likely that these effects will be slightly enhanced (although they are still considered to remain minor and indirect) under Option B (Class C), by means of its charging schemes and increased coverage/ capture of more vehicle types.

SEA theme	Option A	Option B	Option C
Land, soils and water resources	No likely significant effect	No likely significant effect	No likely significant effect

Land, soils and water resources commentary:

None of the options relate to any type of construction or new infrastructure that may affect this SEA theme. Neutral effects are therefore anticipated.

SEA theme	Option A	Option B	Option C
Population and human health	Yes a likely significant positive effect	Yes a likely significant positive effect	Yes a likely significant positive effect

Population and health commentary:

All options are considered to have the potential for significant positive effects in relation to human health, given the direct intervention to improve air quality within the defined zone, particularly where this currently exceeds the national limits. Options A and B and both considered likely to lead to positive effects of enhanced significance given the charging schemes associated with these options. Option B (Class C) is also considered for slightly enhanced positive effects in relation to health, by its increased coverage/ capture of more vehicle types (incentivising more low emission vehicle types in the zone).

The options differ by the types of vehicles that will be subject to charges when driving within the defined zone and/ or inclusion of a charging scheme. Under both Options A and B buses, coaches, taxis, private hire vehicles and heavy goods vehicles are subject to charges, but Option B (Class C) extends to also include vans and minibuses. This ultimately means that more businesses operating within the zone, particularly self-employed small businesses/ van drivers may be faced with financial implications in continued operation. The inclusion of minibuses may mean that the viability of local transport connections, including school buses, and social and health clubs are more directly affected by the scheme. In this respect, greater partnership working may be required to ensure that these groups are not disproportionately affected and continue to support local communities. This is considered likely to be less of an issue under Option C.

Overall Summary:

Under all options the introduction of a CAZ is considered for benefits in relation to environmental quality, biodiversity, climate change, landscape, the historic environment, and population and human health. Significant positive effects are anticipated under the SEA themes of environmental quality, climate change mitigation and human health and these are likely to be enhanced by an incentivised

increased uptake in Options A and B given the charging schemes and financial implications attached to these options.

Option B (Class C) is considered for slightly enhanced positive effects by its increased coverage/capture of more polluting vehicles. However, it is recognised that Option B (Class C) also has increased financial implications for smaller business, the self-employed and social networks in the city.

Objective 2: Prioritise walking and cycling

Section 5 of the main report identifies cycle routes and walking routes that are the focus for assessment under Objective 2. These routes have been subject to high-level GIS 'RAG' analysis (utilising the Council's data) according to the criteria presented in **Table AIII. 1** below. All GIS data was provided by PCC and uses straight line distance/ overlap measurement.

Table AIII.1: 'RAG' analysis criteria

Criteria	'RAG' rules	Assumptions
Fluvial flood risk	Red = > intersects with Flood Risk Zone 2 or 3 Green = Flood Risk Zone 1	While it is important to avoid development in flood zones, there is the potential to address flood risk at the development management stage, when a 'sequential approach' can be taken to ensure that uses are compatible with flood risk. There is also the potential to design-in Sustainable Drainage Systems (SuDS).
Surface water hotspot	Red = > intersects with surface water hotspot Green = does not intersect	Assumptions the same as the cell above for fluvial flood risk.
Conservation Area/ Registered Park or Garden/ Scheduled Monument/ Listed Building/ Locally Listed Building/ Area of Archaeological Restraint	Red = Intersects or is adjacent Amber = <50m Green = >50m	It is appropriate to 'flag' a red where an intervention is within, intersects or is adjacent to a Conservation Area. It is also appropriate to flag interventions that might more widely impact on the setting of a Conservation Area and a 50m threshold has been assumed. It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a heritage asset. It is also recognised that the historic environment encompasses more than just designated heritage assets.
SAC/ SPA/ pSPA/ Ramsar	Red = Intersects or adjacent Amber = <500m Green = >500m	It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a European site or site designated for its biodiversity values. This will be dependent on a variety of information, including the relevance of the intervention (e.g. a review of signal timings is unlikely to affect designated biodiversity), some of which is not available at this stage, such as the precise scale, type, design and layout of development as well as level of mitigation to be provided. It is also important to note that the Strategy will be subject to Habitats Regulations Assessment and this will consider the likelihood of the interventions having a significant effect on European sites.
SW Brent Goose Network	Red = Intersects or adjacent Amber = <500m Green = >500m	Assumptions the same as the cell above for SAC/ SPA/ pSPA/ Ramsar.
SSSI	Red = <200m Amber = <1km Green = >1km	As above, it is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a biodiversity site. This criterion will help to highlight the SSSI that lies in closest proximity to the intervention location.

Criteria	'RAG' rules	Assumptions
Local Nature Reserve (LNR)/ Local Wildlife Site/ Priority Habitat	Red = Intersects or is adjacent Amber = <50m Green = >50m	There is an assumption that these are of less significance and therefore less sensitive than internationally and nationally designated biodiversity.
Ecological Network Opportunity Area	Red = >50m Amber = <50m Green = Intersects or is adjacent	This seeks to highlight if an intervention could support ecological connectivity objectives.
Ancient woodland/ Tree Preservation Order (TPO)	Red = Intersects or is adjacent Amber = <50m Green = >50m	This seeks to flag if an intervention could result in the loss of Ancient Woodland or protected trees. It also helps to flag if there is the potential for disturbance to woodland within 50m of the site.

The results of this GIS analysis, alongside with an initial screening of the underlying schemes for each route are presented in **Tables AIII.2 and AIII.3** below.

Table AIII.2: GIS route analysis under Objective 2

Route	Fluvial Flood Risk	Surface Water Hotspot	Conservation Area	Registered Park or Garden	Scheduled Monument	Listed Building	Locally Listed Building	Area of Archaeological Constraint	SAC	SPA/ pSPA	Ramsar	SW Brent Goose Network	SSSI	LNR	LWS	Priority Habitat	Ecological Network Opportunity Area	Ancient woodland	TPO
108	Red	Red	Green	Green	Green	Yellow	Red	Red	Red	Yellow	Yellow	Red	Red	Yellow	Yellow	Red	Green	Green	Red
205	Red	Red	Green	Green	Green	Red	Red	Red	Red	Yellow	Yellow	Red	Red	Green	Yellow	Red	Green	Green	Red
301	Red	Red	Green	Green	Green	Green	Red	Red	Red	Yellow	Yellow	Red	Red	Green	Red	Red	Green	Green	Red
307	Red	Red	Red	Red	Yellow	Red	Yellow	Red	Green	Red	Red	Yellow	Red	Green	Yellow	Red	Green	Green	Red
405	Red	Red	Red	Red	Yellow	Red	Red	Red	Green	Red	Red	Yellow	Red	Green	Green	Red	Green	Green	Red
503	Red	Red	Yellow	Green	Yellow	Yellow	Yellow	Red	Green	Red	Yellow	Yellow	Red	Green	Green	Red	Green	Green	Red
601	Red	Green	Red	Yellow	Green	Red	Red	Red	Yellow	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Green	Green	Red
602a	Red	Green	Green	Yellow	Green	Red	Yellow	Red	Yellow	Green	Yellow	Red	Red	Green	Yellow	Yellow	Green	Green	Yellow
602b	Red	Green	Green	Yellow	Green	Red	Yellow	Red	Yellow	Green	Yellow	Yellow	Red	Green	Red	Yellow	Green	Green	Yellow
801	Green	Green	Yellow	Yellow	Green	Yellow	Red	Red	Green	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	Red	Green	Yellow

The table identifies that most routes are affected by flood risk, and constrained by areas of archaeological restraint, listed and locally listed buildings, and designated habitats. Many of the routes also intersect protected trees. Additionally, three routes directly intersect a Conservation Area, and two routes directly intersect a Registered Park or Garden.

Most routes also intersect Ecological Network Opportunities Areas, where infrastructure proposals can support objectives with targeted biodiversity net gains.

Table AIII.3: Screening of schemes under Objective 2

Type of improvement	Mitigation considerations (applicable to all types of improvement)
Raised tables At-grade crossing facilities Parklets Grade-separated crossings Shared-use or segregated cycle paths Bus by-pass/ Floating bus stop Bus-gates Mandatory or advisory cycle lanes Wider pedestrian refuge islands Footway buildouts with pedestrian priority across junctions	<ul style="list-style-type: none"> Any changes to levels and heights in road infrastructure and any introduction of new hard surfaces, should consider an appropriate long-term drainage strategy to avoid negative effects in relation to surface water flood risk affecting road infrastructure. Permeable surfaces should be used where possible. Development should consider short-term impacts and long-term effects on the setting of any designated or non-designated heritage assets nearby. This should be reflected through appropriate design considerations. Development should seek to minimise the loss of or disturbance to habitats, particularly any road side verge habitats that contribute to ecological connectivity. Development within the vicinity of national or European designated biodiversity sites should consider any potential changes to the natural flow of water (particularly in a flood event) which may affect biodiversity. Where development provides an opportunity to deliver new habitats or green infrastructure this should be encouraged. Where appropriate, archaeological investigation should be prioritised prior to development works.

Objective 3: Transform public transport

Section 5 details the process of establishing options under this theme, which are closely interlinked with Objective 2 and the potential outcomes of the Transforming Cities Tranche 2 Rebid.

As part of the Transforming Cities Tranche 2 Rebid, additional schemes to those identified through the Draft LCWIP are screened in **Table AIII.4** for any likely significant effects.

Table AIII.4: Screening of additional schemes under Objective 3

Scheme reference	Likely significant effect?
PCC-1	The area forms part of a Surface Water Hotspot. The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.
PCC-4	The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality. The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality. The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.
PCC-10	The area falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.
PCC-11	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-13	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-18	The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality. Any proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality. The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.
PCC-15	The area forms part of a rich heritage setting; surrounded by three Conservation Area and near to Southsea Common Registered Park or Garden. The area also lies close to flood risk areas and is located within proximity of designated habitats which are sensitive to effects in relation to water quality. Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely. Further consultation with Historic England is recommended in progression of this scheme. The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.

Objective 4: Support business and protect our assets.

As established in Section 5 of the main report, the focus for assessment under this objective is the assessment of potential micro consolidation centre locations.

Eight potential locations are identified for micro consolidation centres as follows (see **Figure 5.8** in the main report for the location of the identified micro consolidation centres):

- **Objective 4 - Option A:** D-Day Car Park (off-street, Seafront area)
- **Objective 4 - Option B:** Flathouse Road (on-street, city centre area)
- **Objective 4 - Option C:** Museum Road (on-street, city centre area)
- **Objective 4 - Option D:** St Georges Road (on-street, city centre area)
- **Objective 4 - Option E:** Airport Service Road Industrial Estate (on-street, Hilsea area)
- **Objective 4 - Option F:** Park and Ride expansion (off-street, Tipner area – on P&R site)
- **Objective 4 - Option G:** Cosham Interchange (dependent on bus interchange removal)
- **Objective 4 - Option H:** Warren Avenue (LGV only)

These locations are assessed against SEA framework and the detailed findings are presented below.

Environmental quality assessment:

All options are considered likely to support improved air quality in the long-term as part of a strategic network of consolidation centres which can reduce the number of polluting freight vehicle movements through the city and minor long-term positive effects are anticipated in this respect.

The following options are located within or adjacent to a designated AQMA:

- Option D – lies within an AQMA
- Options B, C and H – lie adjacent to an AQMA

Targeted reductions in vehicle movements in these areas are considered for their potential enhanced positive effects by focusing on areas of poorest air quality. None of the options are likely to have a significant effect on environmental quality.

Biodiversity assessment:

In relation to biodiversity, all options are considered likely to indirectly support habitats and species, through their direct support for reduced polluting freight movements and improved air quality in the city.

Given the following observations for each of the options, all are notably constrained by the wealth of biodiversity assets within and surrounding the city:

- Option A: Whilst this location does not contain any identified habitats, it lies adjacent to the Solent and Dorset Coast Potential SPA and is surrounded by sites that form part of the SW Brent Goose Network. The car park also lies immediately adjacent to identified Ecological Network Opportunity Areas.
- Option B: There are no immediate land habitats or notable areas within this location, it does however lie close to the Solent and Dorset Coast Potential SPA.
- Option C: Whilst there are no immediate habitats or notable areas within this location, there are areas along Museum Road which have been identified as Ecological Network Opportunity Areas. The location also lies close to the Solent and Dorset Coast Potential SPA.
- Option D: The location lies close to the Solent and Dorset Coast Potential SPA.
- Option E: Whilst this location does not contain any identified habitats, it lies close to the Chichester and Langstone Harbour SPA and Solent Maritime SAC as well as sites that form

part of the SW Brent Goose Network. There are also identified Ecological Network Opportunity Areas on Mitchell Way and Airport Service Road.

- Option F: The Park and Ride site at Tipner lies close to Portsmouth Harbour SPA and the Solent and Dorset Coast Potential SPA. It is also identified as an Ecological Network Opportunity Area with SW Brent Goose Network sites in the south east (just north of Tipner Road and Target Road).
- Option G: Whilst there are no immediate habitats or notable areas within this location, the adjacent green spaces (Cosham Park and King George Playing Field) are identified as Ecological Network Opportunity Areas. The location also lies close to the Portsmouth Harbour SPA.
- Option H: Whilst there are no immediate habitats or notable areas within this location, there are areas off Warren Road which have been identified as Ecological Network Opportunity Areas. The location also lies close to the Chichester and Langstone Harbour SPA and Solent Maritime SAC as well as sites that form part of the SW Brent Goose Network and Milton Common LWS.

Infrastructure proposals under the options are likely to be small-scale, and the accompanying HRA is likely to identify any necessary mitigation required to ensure that development protects the integrity of the European designated sites surrounding the city. To support ecological connectivity all infrastructure proposals should seek to support the biodiversity net gain principle where appropriate. This particularly applies to the Tipner Park and Ride expansion area given it contains habitats identified as part of the SW Brent Goose Network, and its recognition as an Ecological Network Opportunity Area. None of the options are likely to have a significant effect on biodiversity.

Climatic factors assessment:

All options are considered likely to support climate change mitigation in the long-term as part of a strategic network of consolidation centres which can reduce the number of polluting freight vehicle movements through the city and connect to more sustainable (low emission) onward journeys. Minor long-term positive effects are anticipated in this respect.

Whilst infrastructure proposals under the options are likely to be small-scale, due consideration to flood risk mitigation will be required at Options A (D-Day Car Park), E (Airport Service Road), F (Tipner Park and Ride expansion), and G (Cosham Interchange) given their location within an area of fluvial or tidal flood risk (Flood Risk Zone 2 and/ or 3).

Options E (Airport Service Road) and G (Cosham Interchange) also lie close to a Surface Water Hotspot where consideration will need to be given to managing surface water runoff so as to ensure that flood risk is not increased, as well as recognising where appropriate, where mitigation such as attenuation schemes can support a reduced flood risk.

Overall, no options are likely to have a significant effect on climatic factors.

Landscape assessment:

All options can be considered for minor indirect positive effects in relation to the cityscape, as part of a network of consolidation centres which can reduce the number of heavy goods vehicles on the roads and contribute to a more pleasant atmosphere in this respect.

Any direct effects in relation to this SEA theme are considered to predominantly relate to the design and layout of any new infrastructure, which will ultimately be shaped by Local Plan policy and the development management process. Any infrastructure proposals under the options are likely to be small-scale, and no significant effects are anticipated in relation to landscape. None of the options are likely to have a significant effect on landscape.

Commentary:

In relation to the historic environment, all options are considered for potential minor indirect positive effects, as a result of a likely reduction in heavy goods vehicles on the roads contributing to a more pleasant atmosphere, particularly within areas of key historic interest, such as the Conservation Areas.

The following observations are made for each of the options:

- Option A: This location lies within the Southsea Common Registered Park and Garden and The Sea Front Conservation Area, immediately adjacent to the Southsea Castle Scheduled Monument.
- Option B: Flathouse Road forms the border of an identified Area of Archaeological Restraint. Whilst Listed Buildings including the Charles Dickens Birthplace Museum lie nearby at Mill Lane/ Victoria Street, the existing development and A3 in between is likely to provide a barrier to any direct views.
- Option C: Museum Road forms part of the Old Portsmouth Conservation Area, with Listed Buildings on the south side of the road and along High Street. It is also an identified Area of Archaeological Restraint.
- Option D: St George's Road lies partially within or directly adjacent to the Old Portsmouth Conservation Area, with Listed Buildings concentrated further east and along High Street. It is also an identified Area of Archaeological Restraint.
- Option E: Airport Service Road lies partially within/ adjacent to an identified Area of Archaeological Restraint.
- Option F: No immediate constraints.
- Option G: Cosham Interchange forms the border of an identified Area of Archaeological Restraint.
- Option H: Warren Avenue, east of Shelford Road forms part of an identified Area of Archaeological Restraint near to St James Hospital Listed Buildings.

Except for Option F, all options are constrained to some degree by designated heritage assets and their settings. This is a particular consideration for Options A, C and D; with Option A immediately in a designated setting, and Options C and D falling within a Conservation Area.

Any infrastructure proposals under the options will need to ensure that design is responsive to local character and does not detract from the significance of these assets or their settings. Any proposals are likely to be small-scale and considered alongside the existing mitigation provided through both NPPF and Local Plan policies, significant effects are not considered likely. None of the options are likely to have a significant effect on the historic environment.

Land, soil and water resources assessment:

Any infrastructure proposals under the options are likely to be small-scale with minimal land-take. Despite this, all options (except potentially Option F; Tipner Park and Ride expansion site) will utilise brownfield land opportunities and positive effects in relation to efficient land use are anticipated as a result.

As identified under the climatic factors SEA theme, Options E (Airport Service Road) and G (Cosham Interchange) are located close to a Surface Water Hotspot where development will need to consider the effects of surface water run-off on water quality. This is likely to be addressed through the development management process, and no significant effects are anticipated under any option.

Population and human health assessment:

All options are considered for indirect positive effects in relation to human health in the long-term through their direct support for reduced polluting freight movements and improved air quality in the city. No direct effects are considered likely.

Assessment Summary:

Delivering micro consolidation centres at any of the options identified is not considered likely to lead to any significant effects in relation to the SEA framework of objectives.

Minor positive effects are considered likely overall for all of the objectives, given the reduced presence of polluting vehicles supporting improved air quality, climate change mitigation objectives, and a more pleasant environment in general in terms of character and quality of place. Any infrastructure proposals under the options are likely to be small-scale and will utilise available brownfield land

opportunities. Despite this it is recognised that any infrastructure proposals will need to consider the following:

- Fluvial/ tidal flood risk constraints at Options A, E, F and G;
- Mitigation to protect water quality and reduce flood risk impacts at Options E and G, which are located close to a Surface Water Hotspot;
- Opportunities to deliver biodiversity net gain (at all options, but particularly Option F);
- Designated heritage assets and their settings, ensuring development is responsive to local character and historic features at all options except Option F.

Strategic Environmental Assessment (SEA) for the Portsmouth Local Transport Plan 4 (LTP4)

Environmental Report
Non-Technical Summary

Portsmouth City Council

June 2021

Quality information

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1. Introduction

AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) of Portsmouth City Council's (PCC) emerging Local Transport Plan 4 (LTP4).

SEA is a mechanism for considering and communicating the environmental impacts of an emerging plan or strategy and potential alternatives. The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating negative impacts as well as maximising opportunities for positive effects. Through this approach, the SEA seeks to maximise the environmental performance of the LTP4.

The Environmental Report is published alongside the final LTP4. This report is the Non-Technical Summary (NTS) of the Environmental Report.

Structure of the Environmental Report / this NTS

SEA reporting essentially involves answering the following questions in turn:

1. What has plan-making / SEA involved up to this point?
 - Including in relation to 'reasonable alternatives'.
2. What are the SEA findings at this stage?
 - i.e. in relation to the Draft Strategy
3. What happens next?
 - What steps will be taken to finalise (and monitor) the Strategy?

Each of these questions is answered in turn below. Before answering the first question however, two initial questions are answered in order to further 'set the scene' – i) what is the Plan trying to achieve?; and ii) what is the scope of the SEA?

What is the Plan trying to achieve?

The LTP4 has identified the following vision:

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

To achieve the vision outlined above, the LTP4 has identified the following objectives:

- Deliver cleaner air:
- Prioritise walking and cycling:
- Transform public transport:
- Support business and protect our assets:

What is the scope of the SEA?

The scope of the SEA is the sustainability issues and objectives that should be a focus of (and provide a broad methodological framework for) the SEA. The SEA Regulations require that 'when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies'. In England, the consultation bodies are the Environment Agency, Historic England and Natural England.¹

¹ In accordance with Article 6(3) of the SEA Directive, these consultation bodies were selected because 'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes.'

As such, these authorities were consulted on the SEA scope for a period of five weeks between July and August 2020.

The SEA framework presented in **Table 1.1** below identifies the sustainability objectives – grouped under seven themes – established through SEA scoping, i.e. in light of context/baseline review and consultation. Taken together, the sustainability themes and objectives provide a methodological ‘framework’ for undertaking the assessment.

As part of the scoping process, it was recognised that transportation will be dealt with in detail through the LTP4 itself, and as such for the purposes of the SEA process, transportation has been scoped out.

Table 1.1: The SEA framework, as broadly agreed in 2020

SEA theme	SEA objective	Assessment questions (will the option/ proposal help to...)
Environmental quality	Improve air quality within and surrounding the LTP area.	<ul style="list-style-type: none"> • Reduce emissions of pollutants from transport? • Improve and monitor air quality within AQMAs? • Promote the use of low emission vehicles? • Promote enhancements in sustainable modes of transport, including walking, cycling and public transport? • Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of NO2 and other pollutants?
Environmental quality	Reduce noise pollution in Portsmouth.	<ul style="list-style-type: none"> • Reduce noise pollution arising through transport?
Biodiversity	Protect and enhance habitats and species within and surrounding Portsmouth.	<ul style="list-style-type: none"> • Protect the integrity of the internationally and nationally designated sites in Portsmouth? • Protect and enhance locally designated and regionally important sites, including LNRs, in Portsmouth? • Protect and enhance priority habitats and species? • Protect and enhance the interconnectivity of habitats? • Achieve a net gain in biodiversity of at least 10% on the existing baseline? • Assist in monitoring the future health and resilience of Portsmouth's biodiversity? • Increase the resilience of Portsmouth's biodiversity to the potential effects of climate change?
Climatic factors	Support climate change mitigation in Portsmouth through limiting the contribution of transport to greenhouse gas emissions in the county.	<ul style="list-style-type: none"> • Limit the increase in the carbon footprint resulting from new transport infrastructure provision? • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Reduce the need to travel? • Reduce energy consumption from non-renewable resources? • Encourage the uptake of electric and alternatively fuelled vehicles?
Climatic factors	Support the resilience of Portsmouth's transport networks to the potential effects of climate change.	<ul style="list-style-type: none"> • Ensure flood risk is not increased to the local area, and provide betterment (where possible)? • Increase the resilience of the transport network to the potential effects of climate change? • Promote a coordinated approach to the management of flood risk across public infrastructure provision? • Improve and extend green infrastructure networks as part of transport infrastructure provision to support adaptation to the potential effects of climate change? • Sustainably manage water run-off, reducing surface water runoff?

		<ul style="list-style-type: none"> • Ensure the potential risks associated with climate change are considered through new transport network programmes? • Reduce the impact of extreme weather events on the condition of the road network? • Increase the resilience of biodiversity in Portsmouth to the effects of climate change, including enhancements to ecological networks?
Landscape	Protect and enhance the character and quality of Portsmouth's landscapes and townscapes.	<ul style="list-style-type: none"> • Conserve and enhance locally important townscape and landscape features in Portsmouth? • Improve accessibility to Portsmouth's townscape and landscape resources? • Protect and enhance characteristic coastal and harbour areas in Portsmouth, including the harbours and seafront?
Historic Environment	Protect and enhance the significance of the historic environment, heritage assets (both designated and non-designated) and their settings.	<ul style="list-style-type: none"> • Conserve and where possible enhance the significance of buildings and structures of architectural or historic interest, both designated and non-designated, and their setting? • Conserve and enhance the special interest, character and appearance of conservation areas and their settings? • Support access to, interpretation and understanding of the historic environment? • Conserve and enhance archaeological remains, including historic landscapes?
Land, soils and water resources	Promote the efficient and effective use of natural resources.	<ul style="list-style-type: none"> • Assist in facilitating the use of previously developed land? • Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of new transport infrastructure? • Support improvements to water quality? • Support enhancements to the status and/ or potential of waterbodies under WFD objectives, including the Portsmouth shoreline and its' resources?
Population and human health	Support sustainable economic development in Portsmouth.	<ul style="list-style-type: none"> • Support sustainable economic development by improving accessibility to employment opportunities? • Support town centre/ urban regeneration and inward investment?
Population and human health	Improve the health and wellbeing of Portsmouth's residents.	<ul style="list-style-type: none"> • Enhance the provision of, and access to, green infrastructure in the County, in accordance with national standards? • Improve road safety and reduce road accidents? • Maintain and enhance the quality of life of residents • Promote accessibility to a range of leisure, health and community facilities, for all age groups? • Encourage healthy lifestyles and reduce health inequalities? • Consider the additional needs of residents with disabilities and/ or those 'in need'?
Population and human health	Maintain and enhance accessibility for all people	<ul style="list-style-type: none"> • Encourage modal shift to more sustainable forms of travel? • Deliver new or improved transport infrastructure that improves connectivity? • Meet the accessibility needs of all residents?

2. Plan-making / SEA up to this point

Development of the Plan

In line with regulatory requirements, there is a need to explain how work was undertaken to develop and then assess reasonable alternatives, and how HCC then took into account appraisal findings when finalising the LTP4.

The SEA Regulations state that alternatives should be explored in light of the objectives and geographical scope of the Plan. The LTP4 has identified four objectives as follows:

- Deliver cleaner air
- Prioritise walking and cycling
- Transform public transport
- Support business and protect our assets

In line with this, the SEA process has focused on these objectives to develop alternatives. Recognising that the individual objectives are not mutually exclusive the Council and AECOM have worked together to identify realistic and reasonable alternatives.

The LTP4 is influenced by other programmes and related schemes, some of which are relatively progressed already. Some key influences to be considered in the context of the objectives of the LTP4 are the Transforming Cities Bid, Future Transport Zones Bid, Ministerial Directions, the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) and the subsequent Implementation Plan to support the LTP4.

Establishing the reasonable alternatives

LTP4 Objective 1: Deliver cleaner air

As a result of Ministerial Directions, ten of the thirty-three local authorities were identified to take forward new measures, developed with and funded by central government, to reduce pollution levels. Portsmouth City Council were identified as one of these ten local authorities and received direction to carry out more detailed studies and progress identified measures that can bring forward roadside NO₂ limit compliance quicker.

As a result of this work, a significant policy implementation requirement under this objective includes the delivery of a new city centre Clean Air Zone (CAZ). The 2020 Clean Air Zone Framework² identifies that a CAZ defines an area where targeted action is taken to improve air quality with the aim to address all sources of pollution using a range of measures tailored to the location. *“Within a clean air zone there is also a focus on measures to accelerate the transition to a low emission economy”*. A CAZ will fall into one of two categories; either charging or non-charging. In the case of Portsmouth, a city centre charging CAZ is being progressed.

The CAZ Framework sets out the minimum requirements in implementing a CAZ, recognising the need to consider the impact on residents, the need for any mitigating measures and avoidance of any displacement effects. A CAZ is clearly expected to:

- be in response to a clearly defined air quality problem, seek to address and continually improve it, and ensure this is understood locally;
- have signs in place along major access routes to clearly delineate the zone;

² DEFRA (2020) Clean Air Zone Framework [online] available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

- be identified in local strategies including (but not limited to) local land use plans and policies and local transport plans at the earliest opportunity to ensure consistency with local ambition;
- provide active support for ultra-low emission vehicle (ULEV) take up through facilitating their use;
- include a programme of awareness raising and data sharing;
- include local authorities taking a lead in terms of their own and contractor vehicle operations and procurement in line with this framework;
- ensure bus, taxi and private hire vehicle emission standards (where they do not already) are improved to meet Clean Air Zone standards using licensing, franchising or partnership approaches as appropriate; and
- support healthy, active travel.

In line with government ambitions and Ministerial Directions, Portsmouth City Council are progressing implementation of the Portsmouth city centre CAZ and supporting this intervention through the LTP4. The charging area has been established and has a clearly defined boundary encompassing the major routes network around the port and the majority of three of the five declared Air Quality Management Areas (AQMAs) in the city.

In progressing the implementation of the CAZ, the Council are continuing work to deliver a Class B CAZ in the shortest possible time. The delivery of a Class B CAZ covering the southwest of Portsea Island is legally required per the latest ministerial direction (March 2020). However, since the direction was issued, sensitivity tests have been conducted to consider the possible impacts of the pandemic on future road traffic movements and therefore on concentrations of nitrogen dioxide.

These sensitivity tests have been undertaken on transport and air quality monitoring data to consider the impact of changing travel behaviour and traffic patterns as a result of the pandemic, following methodology agreed by JAQU. Some of the sensitivity tests suggest that a CAZ B might not be sufficient under certain future scenarios and a more stringent CAZ (e.g. CAZ C) could be required, whereas other tests suggest that a CAZ may not be required and that compliance can be achieved naturally due to changing travel behaviour/ patterns. At present JAQU are yet to confirm what action we should take on the basis on the sensitivity tests (if any) and the Council are therefore continuing with plans to deliver a Class B CAZ in the shortest possible time as is legally required.

To support decision-making in this respect, the following options are established as alternatives for consideration through the SEA process:

- **Objective 1 - Option A:** Charging CAZ for Class B
- **Objective 1 - Option B:** Charging CAZ for Class C
- **Objective 1 - Option C:** Non-charging CAZ

LTP4 Objective 2: Prioritise walking and cycling

In terms of walking and cycling, the LTP4 is supported by the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) which has identified the key cycle and pedestrian routes which will remain a focus for active travel movement schemes in the City. The Draft LCWIP identifies eleven types of improvements that could be implemented along the identified routes.

To assist in the potential implementation of LTP4 policy supporting these routes, each prioritised route was taken forward for high-level assessment of potential environmental constraints/ sensitivities in relation to key receptors. A methodology for this high-level assessment is presented in **Appendix III of the Environmental Report**. The initial screening identified those routes that have constraints or sensitivities and the types of improvements are explored in more detail in relation to the framework of SEA objectives with the aim of identifying where policy mitigation may support sustainable development objectives.

LTP4 Objective 3: Transform public transport

As part of the Transforming Cities Tranche 2 Rebid 2, 170 highway, walking and cycling schemes were subject to initial sifting, quantitative assessment and qualitative assessment to arrive a package of options within the specified budget.

The initial sift assessed the schemes against three criteria sequentially; deliverability, contribution to raising productivity and contribution to reducing CO₂ emissions. 61 schemes remained from the initial sift, which were scored quantitatively against nine objectives defined in the assessment. Following the quantitative scoring and weighting of schemes a qualitative assessment was undertaken to form the schemes into Packages. Engagement between HCC, PCC, IWC, Atkins and Systra teams has informed the resultant three package options in the Rebid.

Package 1 consists of a 'core' set of 23 schemes that performed strongly through the assessment. Package 2 consists of the same 'core' set of schemes as Package 1 plus an additional 4 schemes that performed strongly and could complement the 'core' schemes. Package 3 consists of the 'core' set of schemes minus the Gosport Interchange (HCC-13) scheme.

Across the packages, nine of the 'core' bus, walking and cycling schemes are located within the Portsmouth area, and one additional scheme in Portsmouth is submitted under Package 2. The walking and cycling schemes are being progressed by the Draft LCWIP.

The additional schemes arising in the Transforming Cities Tranche 2 Rebid packages (outside of the Draft LCWIP) were also screened to assess the potential for significant effects, and this work is also detailed in **Appendix III of the Environmental Report**. No schemes were identified for potential significant negative effects at this stage, noting that the accompanying HRA will examine potential effects in relation to European designated biodiversity sites.

LTP4 Objective 4: Support business and protect our assets

A key issue to address under this theme is reducing the impact of freight movement on the highways network. The Council have identified that the one of the main drives to affect freight movement will be through the progression of new consolidation measures, which may include micro and macro centres.

The aim of consolidation measures are to reduce the number of large vehicles on the city streets, whilst reducing costs for businesses, and the scheme is interlinked with proposals to improve the sustainability of 'last mile' deliveries (using low-emission vehicles). Consolidation centres seek to effectively consolidate vehicle loads, so the minimum number of vehicles are required in undertaking the transportation of any goods. It is intended in Portsmouth that consolidation centres will also link with e-cargo bikes for the 'last mile' deliveries. There are both macro and micro consolidation centres which form part of a strategic network to serve demand whilst minimising vehicle movements. In the case of Portsmouth, macro consolidation centres are likely to be out-of-city and located on key routes. Micro consolidation centres will be delivered within the city confines close to specific locations with high demand for deliveries. Micro consolidation centres can range in form from lockers and collection points to mobility hub locations.

No specific locations for edge of city macro consolidation centres have been identified at this stage. This predominantly reflects the requirement for partnership working in the wider Solent area, where locations outside of the city may better serve the strategic network. However, eight potential locations have been identified as options for further consideration and investigation for micro consolidation centres within the city.

These potential options are taken forward for assessment against the framework of SEA objectives as follows:

- **Objective 4 - Option A:** D-Day Car Park (off-street, Seafront area)
- **Objective 4 - Option B:** Flathouse Road (on-street, city centre area)
- **Objective 4 - Option C:** Museum Road (on-street, city centre area)
- **Objective 4 - Option D:** St Georges Road (on-street, city centre area)
- **Objective 4 - Option E:** Airport Service Road Industrial Estate (on-street, Hilsea area)

- **Objective 4 - Option F:** Park and Ride expansion and transport hub (off-street, Tipner area – on P&R site)
- **Objective 4 - Option G:** Cosham Interchange (dependent on bus interchange removal)
- **Objective 4 - Option H:** Warren Avenue (LGV only)

Summary alternatives assessment findings

Objective 1: Deliver cleaner air

Table 2.1 below provides the summary findings for the assessment of these options. The full detailed assessment is presented in **Appendix III of the Environmental Report**.

Table 2.1: Summary assessment findings for options under Objective 1

SEA theme	Option A	Option B	Option C
Environmental quality	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect
Biodiversity	No likely significant effect	No likely significant effect	No likely significant effect
Climatic factors:	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect
Landscape	No likely significant effect	No likely significant effect	No likely significant effect
Historic environment	No likely significant effect	No likely significant effect	No likely significant effect
Land, soils and water resources	No likely significant effect	No likely significant effect	No No likely significant effect
Population and human health	Yes likely significant positive effect	Yes likely significant positive effect	Yes likely significant positive effect

Summary:

Under all options the introduction of a city centre CAZ is considered for benefits in relation to environmental quality, biodiversity, climate change, landscape, the historic environment, and population and human health. Significant positive effects are anticipated under the SEA themes of environmental quality, climate change mitigation and human health and these are likely to be enhanced by an incentivised increased uptake in Options A and B given the charging schemes and financial implications attached to these options.

Option B (Class C) is considered for slightly enhanced positive effects by its increased coverage/capture of more polluting vehicles. However, it is recognised that Option B (Class C) also has increased financial implications for smaller business, the self-employed and social networks in the city.

Objective 2: Prioritise walking and cycling

Prioritised routes were taken forward for high-level assessment of potential environmental constraints/sensitivities in relation to key receptors. A methodology for this high-level 'RAG' assessment is presented in **Appendix III of the Environmental Report** and the results are presented in **Table 2.2** below.

Table 2.2: 'RAG' analysis of routes where infrastructure is proposed under Objective 2

Route	Fluvial Flood Risk	Surface Water Hotspot	Conservation Area	Registered Park or Garden	Scheduled Monument	Listed Building	Locally Listed Building	Area of Archaeological Constraint	SAC	SPA/ pSPA	Ramsar	SW Brent Goose Network	SSSI	LNR	LWS	Priority Habitat	Ecological Network Opportunity Area	Ancient woodland	TPO
108																			
205																			
301																			
307																			
405																			
503																			
601																			
602a																			
602b																			
801																			

The potential types of improvements within these routes were explored in more detail in relation to the framework of SEA objectives to identify any potential high-level mitigation considerations. The summary findings for this screening work are provided in **Table 2.3** below and the detailed table can be found in **Appendix III of the main Environmental Report**.

Table 2.3: Screening of infrastructure proposals along the identified routes under Objective 2

Type of improvement	Mitigation considerations (applicable to all types of improvement)
Raised tables At-grade crossing facilities Parklets Grade-separated crossings Shared-use or segregated cycle paths Bus by-pass/ Floating bus stop Bus-gates Mandatory or advisory cycle lanes Wider pedestrian refuge islands Footway buildouts with pedestrian priority across junctions	<ul style="list-style-type: none"> Any changes to levels and heights in road infrastructure and any introduction of new hard surfaces, should consider an appropriate long-term drainage strategy to avoid negative effects in relation to surface water flood risk affecting road infrastructure. Permeable surfaces should be used where possible. Development should consider short-term impacts and long-term effects on the setting of any designated or non-designated heritage assets nearby. This should be reflected through appropriate design considerations. Development should seek to minimise the loss of or disturbance to habitats, particularly any road side verge habitats that contribute to ecological connectivity. Development within the vicinity of national or European designated biodiversity sites should consider any potential

Type of improvement	Mitigation considerations (applicable to all types of improvement)
	<p>changes to the natural flow of water (particularly in a flood event) which may affect biodiversity.</p> <ul style="list-style-type: none"> Where development provides an opportunity to deliver new habitats or green infrastructure this should be encouraged. Where appropriate, archaeological investigation should be prioritised prior to development works.

Objective 3: Transform public transport

Additional schemes to those being progressed through the Draft LCWIP have been submitted as part of the Transforming Cities Tranche 2 Rebid. These schemes were explored in more detail in relation to the framework of SEA objectives to identify any potential for significant effects. The summary findings for this screening work are provided in **Table 2.4** below and the detailed table can be found in **Appendix III of the Environmental Report**.

Table 2.4: Screening of additional schemes under Objective 3

Scheme reference	Likely significant effect?
PCC-1	The area forms part of a Surface Water Hotspot. The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.
PCC-4	<p>The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p> <p>The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.</p>
PCC-10	The area falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.
PCC-11	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-13	The area contains numerous Listed Buildings lying adjacent to the Guildhall and Victoria Park Conservation Area and Victoria Park Registered Park and Garden (which contains Priority Habitats). Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely.
PCC-18	<p>The area is constrained by flood risk and located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>Any proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p> <p>The area also falls within areas of archaeological restraint. Where appropriate, archaeological investigation and mitigation may be required prior to construction.</p>
PCC-15	<p>The area forms part of a rich heritage setting; surrounded by three Conservation Area and near to Southsea Common Registered Park or Garden. The area also lies close to flood risk areas and is located within proximity of designated habitats which are sensitive to effects in relation to water quality.</p> <p>Negative effects in relation to the historic environment are likely to be predominantly short-term during construction phases, and no residual significant effects are considered likely. Further consultation with Historic England is recommended in progression of this scheme.</p> <p>The infrastructure proposals which may lead to increased hard surfacing should seek to manage the effects in relation to both flood risk, and polluted surface water run-off affecting water quality.</p>

Objective 4: Support business and protect our assets

The summary findings for the assessment of the 8 locations considered for micro consolidation site area provided below and the full detailed assessment is presented in **Appendix III of the Environmental Report**.

The assessment found that none of the options are likely to result in a significant effect in relation to any of the SEA objectives.

Minor positive effects are considered likely overall for all of the objectives, given the reduced presence of polluting vehicles supporting improved air quality, climate change mitigation objectives, and a more pleasant environment in general in terms of character and quality of place. Any infrastructure proposals under the options are likely to be small-scale and will utilise available brownfield land opportunities. Despite this it is recognised that any infrastructure proposals will need to consider the following:

- Fluvial/ tidal flood risk constraints at Options A, E, F and G;
- Mitigation to protect water quality and reduce flood risk impacts at Options E and G, which are located close to a Surface Water Hotspot;
- Opportunities to deliver biodiversity net gain (at all options, but particularly Option F);
- Designated heritage assets and their settings, ensuring development is responsive to local character and historic features at all options except Option F.

The preferred approach

This section presents the Council's response to the alternatives assessment and outlines the main reasons for developing the preferred approach in terms of schemes/ policy directions to improve the function, efficiency and sustainability of transport and movement in Portsmouth in line with the identified objectives for the Plan.

Objective 1: Deliver cleaner air

The progression of the city centre CAZ will be further influenced by the outcomes of sensitivity testing and further consultation with central government. At this stage, the Council are continuing to work to deliver a Class B city centre CAZ in the shortest possible time to address its legal requirements.

Objective 2: Prioritise walking and cycling

The assessed routes under this option are all being progressed as part of the identified network consulted upon through the Draft LCWIP development. The SEA has highlighted where there is a potential for impacts (both positive and negative) which will be taken into consideration as the projects progress.

Objective 3: Transform public transport

The progression of schemes assessed under this objective will largely be reflective of the outcomes of the Transforming Cities Tranche 2 rebid. The SEA has highlighted where there is a potential for impacts (both positive and negative) which will be taken into considerations as the schemes progress.

Objective 4: Support business and protect our assets

All sites are likely to be progressed as micro consolidation site options, although the extent of each individual scheme has yet to be determined. The SEA has highlighted where there is a potential for impacts (both positive and negative) which, alongside consultation responses, will inform further decision-making in this respect.

3. Assessment findings at this stage

Introduction

Part 2 of the Environmental Report presents an assessment of the LTP4. Assessment findings are presented as a series of narratives under the 'SEA framework' themes. Summary findings for each theme are provided below.

Assessment of the Plan

Environmental Quality

As a result of the significant investment in schemes and measures to support a move to low emission vehicle movements (particularly within the areas which current exceed emissions limits), the LTP4 policies are considered likely to directly improve environmental quality in the city, and **long-term significant positive effects** are anticipated overall.

Biodiversity

Whilst negative effects for biodiversity may arise (particularly in the short-term during construction) as a result of increased disturbance, noise and light pollution, the overall effects are considered likely to be **indirect minor positive effects** given the interventions identified which are likely to support biodiversity with cleaner air and reduced effects of noise pollution.

Climatic factors

The LTP4 policies together are considered for significant interventions in support of climate change mitigation and the Council's aim to become carbon neutral by 2030. This includes targeted interventions to improve air quality and prioritise active travel opportunities and public transport connections, as well as efforts to reduce the impact of freight movements, particularly that associated with port operations. As a result, **long-term significant positive effects** are anticipated overall in relation to climate change mitigation.

In relation to climate change adaptation, the flood constraints in the city will need to be considered in infrastructure proposals, and surface water management to avoid polluted run-off should be considered where applicable. However, given existing mitigation provided through the NPPF and Local Plan policies, no significant effects are considered likely. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to support sustainable development in this respect.

Landscape

Infrastructure proposals will need to avoid any loss of trees or natural features to avoid localised minor negative effects arising for landscape character. On this assumption, **long-term minor positive effects** are considered likely overall; as a result of reduced traffic and congestion impacts affecting landscape character, and targeted interventions to improve the public realm.

Historic environment

A potential for negative effects is identified as a result of infrastructure proposals which intersect designated heritage settings; however, these effects are considered likely to be predominantly minor and short-term during construction, and protections for these settings are provided through the NPPF and Local Plan policies. Overall, the targeted interventions to improve the public realm are considered likely to lead to **residual minor long-term positive effects**.

Land, soil and water resources

The LTP4 policy provisions to reduce parking capacity are recognised for likely **minor long-term positive effects** in relation to efficient land use; by freeing up brownfield land opportunities for alternative housing and growth or new green spaces. Whilst infrastructure proposals which increase hard surfacing in the city will need to manage the effects of polluted water run-off in relation to water quality, no significant effects are anticipated, particularly considering the existing policy mitigation provided through the NPPF and Local Plan. Despite this, it is recognised that the LTP4 has the opportunity to identify the links between policy initiatives and the Council's intent to maintain or improve water quality in this respect.

Population and community

Whilst some of the LTP4 proposals are considered for potential impacts on local economies, the overall drive to work with businesses and support sustainable economic development, improve the movement networks in the city; including active travel networks, improve air quality, and improve accessibility, are considered likely to benefit communities and human health. As a result, overall **significant long-term positive effects** are considered likely.

Cumulative effects

While there is the potential for interventions proposed within the LTP4 to interact with and have cumulative impacts with development proposed in the emerging Local Development Plans as well as other plans and strategies, the majority of these interactions are likely to result in long term positive effects. The LTP4 seeks to improve congestion and access to sustainable modes of transport, it will help to minimise the impacts of housing and employment growth and the predicted increased in population on transport infrastructure.

While there is the potential for localised cumulative negative effects as a result of individual interventions interacting with the development of new homes/ employment it is considered that there is suitable mitigation available at the project level to ensure that any residual negative effects are not significant.

It will be vital for housing, employment and transport infrastructure to be delivered in a co-ordinated manner in order to maximise potential benefits, such as a modal shift away from the private vehicle, while minimising potential negative impacts such as significant increases in congestion.

4. Next steps

Strategy finalisation

The LTP4 and the Environmental Report (including this NTS) will be discussed in detail by full cabinet and if approved, will be adopted at full council. At the time of adoption an 'SEA Statement' will be published that explains the process of plan-making/ SEA in full and presents 'measures decided concerning monitoring'. consulted on with members of the public and stakeholders in latter part of 2020. Following the consultation there will be a period in which Portsmouth City Council gives consideration to feedback and makes any necessary revisions to the LTP4. The SEA Environmental Report will also be updated during this period to consider and reflect feedback and respond to any Plan amendments.

Monitoring

At the current time, there is a need only to present 'measures envisaged concerning monitoring'. The SEA Regulations expect monitoring and mitigation to be linked, and that the focus should be on any significant negative effects identified through the assessment. Where possible existing arrangements for monitoring should be used to avoid duplication of effort. If necessary, the SEA Adoption Statement will set out monitoring measures against SEA objectives, including responsibilities.

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

Title of policy, service, function, project or strategy (new or old) :

Local Transport Plan (LTP4) and Implementation Plan

Type of policy, service, function, project or strategy:

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

What is the aim of your policy, service, function, project or strategy?

As the Local Transport Authority, the council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce an LTP for the Portsmouth administrative area. The council makes the decision on the time period covered by the Plan and when it is refreshed. However, it is felt appropriate that the plan is prepared alongside the Portsmouth Local Plan covering

the period to 2038.

LTP4 consists of two parts, the overall strategy and the implementation plan. The strategy element of the Portsmouth LTP4 covers the period 2021-2038. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis, with an indicative plan up to 2038.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Initial stakeholder workshops were undertaken in March 2020 with transport operators and interest groups, and an LTP Working Group was established with internal colleagues from different departments within the Council, in order to give weekly feedback on proposed policies in the LTP. Feedback from these workshops and the working group were used to shape the LTP prior to consultation. The consultation took the form of a series of both internal and external stakeholder workshops, 1:1 meetings and an online consultation. Six workshop sessions were held in November/December, a number of 1:1 sessions were held between October to December 2020, and the online consultation was open for twelve weeks closing on 21st December, receiving over 1000 responses. Following the consultation process, responses were reviewed and where appropriate, some amendments were made to the strategy to reflect comments raised.

Following the consultation undertaken on the draft Portsmouth Transport Strategy, further internal and external stakeholder workshops were held in March 2021 for the development of the Implementation Plan. This enabled cross-discipline, cross directorate working, as well as valuable input from our stakeholders. The purpose of these workshops were to discuss the principles and priorities of the supporting implementation plan.

Workshop attendees were asked to review and comment on the long-list of schemes identified for inclusion within the Implementation Plan. This was specifically to determine:

- whether there were any further initiatives that should be included;
- to understand which initiatives should be prioritised;
- if the overall list would meet the strategic objectives of the Transport Strategy.

The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan.

A - Communities and safety	Yes	No
----------------------------	-----	----

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

☒

☐

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Policies set out in the strategy will seek to improve safety in a number of ways. It is recognised that cycle theft is an issue in the city, and as mentioned in the strategy, more secure cycle parking will be provided in the city centre, local centres and other areas of high demand, particularly focused along the new Local Cycling and Walking Infrastructure Plan (LCWIP) routes. It is recognised that public transport interchanges and stops must feel safe. To support this, the public realm at key transport interchanges will be enhanced to improve their quality, in conjunction with public transport operators. Through the Transport Strategy, a number of protected, continuous cycleways will be delivered, as well as improved high quality walking routes, as part of the emerging LCWIP Plan. Safety

features such as improved lighting will be considered. Input from local police and wardens will be sought for individual schemes as required.

How will you measure/check the impact of your proposal?

Through the introduction of additional secure cycle parking, and improved walking and cycling routes delivered through the emerging LCWIP.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A key focus of the Local Transport Plan will be to reduce private car dependency. Encouraging modal shift to more sustainable options, including active travel, which in turn will have a positive impact on the health of Portsmouth residents. Reducing car dependency will also improve air quality through reduced trips inside the Portsmouth boundary.

The strategy will strive to create a people-centred, connected transport network that is accessible, safe and affordable, supporting people to be able to travel easily and sustainably, with less reliance on the private car. Improvements to walking infrastructure are included within the strategy, which would support with this, such improvements may particularly help people who have a disability or mobility difficulties. Improvements to cycling infrastructure will also support more people to use this active travel mode, increasing health and fitness.

How are you going to measure/check the impact of your proposal?

The LTP is a strategic document that sets the tone for transport policy until 2038. Policies will be measured against their fit into the strategic priorities as set out in this document and will therefore individually serve as a measure of the LTPs ongoing impact.

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty -Will it consider income deprivation and reduce poverty?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The strategy aims to identify and reduce inequalities in access to transport for excluded groups, with a focus on lower income households. The strategy will promote more affordable travel options, reducing car dependency should help to reduce inequality. Accessibility to public transport should also help to reduce inequality.

Policies set out within the strategy will help to improve accessibility. Proposed measures set out in the strategy include seeking to develop a Mobility as a Service platform, which could cap fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Other aspects of the transport strategy will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel.

How are you going to measure/check the impact of your proposal?

Public transport usage numbers will be regularly monitored to understand if affordability measures are increasing patronage.

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP has been subject to stakeholder engagement and public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated.

It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including women, people of certain sexual orientations or gender identities, trans people, people of different religions and/or ethnicities and races, thought to feel more vulnerable.

How are you going to measure/check the impact of your proposal?

Stakeholder engagement through forums, community panels, and consultation carried out for individual schemes.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP will focus on reducing private car dependency through improvements to, and the promotion of alternative transport modes such as walking, cycling and public transport, therefore helping to reduce carbon emissions within the city.

How are you going to measure/check the impact of your proposal?

The LTP is a strategic document that sets the tone for transport policy until 2038. Policies will be measured against their fit into the strategic priorities as set out in this document and will therefore individually serve as a measure of the LTPs ongoing impact.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP's focus on reducing car dependency will help to pro actively mitigate future changes in temperature through reduction of green house gases. The strategy will also support achieving carbon neutrality, such supporting and promoting sustainable modes of travel.

How are you going to measure/check the impact of your proposal?

The LTP is a strategic document that sets the tone for transport policy until 2038. Policies will be measured against their fit into the strategic priorities as set out in this document and will therefore individually serve as a measure of the LTPs ongoing impact.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The strategy will make places more attractive, through proposals to introduce schemes such as low traffic neighbourhoods and reallocating road space to make the street environment safer and more attractive to walk and cycle. Such schemes can help to create people centered spaces, enhancing the sense of place.

How are you going to measure/check the impact of your proposal?

Whilst difficult to specifically measure, the successful introduction of schemes which help to improve the local environment will be an indicator of the impact on the natural environment.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The LTP will focus on reducing dependence on the private car, and encouraging modal shift in Portsmouth, to more sustainable forms of travel, which will in turn improve air quality through a reduction in vehicle emissions. Measures to support and encourage active and sustainable travel modes will support reductions in local air pollution.

How are you going to measure/check the impact of your proposal?

Whilst difficult to specifically measure the impact had by individual transport schemes, levels of air quality in the city are recorded and assessed, giving an indication of overall improvements to the levels of air pollution.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Some of the policies set out in the strategy will support improvements to road safety, such as delivering protected, continuous cycleways and wider and higher quality footways, improved crossings as close to desire lines as possible, and improvements to public realm.

How are you going to measure/check the impact of your proposal?

The LTP is a strategic document that sets the tone for transport policy until 2038. Policies will be measured against their fit into the strategic priorities as set out in this document and will therefore indirectly serve as a measure of the LTPs ongoing impact.

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Through the LTP's focus on reducing private vehicle dependency and prioritising public transport and active travel, accessibility for events and attractions will be improved for visitors utilising these modes of transport.

The reduction of congestion and subsequent pollution will make Portsmouth a safer and more appealing place for residents to live and work, and for people to visit.

How are you going to measure/check the impact of your proposal?

Through engagement with culture and leisure, public transport operators and monitoring such as Park & Ride usage.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Traffic congestion is a barrier to growth in the region, reducing this through modal shift will encourage development in the city. Improving connectivity and active and public transport access will enable lower income and isolated residents to access the wider employment market.

How are you going to measure/check the impact of your proposal?

Engagement with businesses and public transport operators to monitor issues and usage. Modal use monitoring as appropriate.

Q8 - Who was involved in the Integrated impact assessment?

Daniel Hughes, Hayley Chivers, Kirsty Routledge, Felicity Tidbury, Gina Perryman

This IIA has been approved by:

Natasha Edmunds, Director, Corporate Services

Contact number:

Date:

17/06/2021

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

Title of policy, service, function, project or strategy (new or old):

Portsmouth Local Transport Plan 4 and Implementation Plan

Type of policy, service, function, project or strategy:

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

Lead officer

Hayley Chivers

People involved with completing the EIA:

Hayley Chivers
Kirsty Routledge
Felicity Tidbury
Gina Perryman

Introductory information (Optional)

It is a statutory duty for every local transport authority to have a Local Transport Plan (LTP) in place which consists of two parts, a long term strategy which sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements, and a short-term implementation plan detailing the particular transport improvements which will support the strategy. Portsmouth City Council have developed a new draft local transport plan (LTP4) to address changing challenges which are not reflected in the current LTP3.

Step 1 - Make sure you have clear aims and objectives

What is the aim of your policy, service, function, project or strategy?

The Local Transport Plan strategy will provide a clear outline of the transport planning and policy framework to address the challenges and opportunities faced and shape and manage transport improvements across the city, linking to the Solent region and wider South East. The transport strategy will contribute to the council's wider corporate priorities.

Who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Portsmouth's draft transport strategy (2021-2038) and Implementation Plan will benefit all those who live, work in and visit Portsmouth.

What outcomes do you want to achieve?

LTP4 outcomes are a new transport strategy with clear objectives and ambitious and deliverable policies for the next seventeen years, up to 2038. This will inform and support growth and the environment across South Hampshire. Portsmouth will continue to be an attractive place to invest, work and live in. There are four strategic objectives set out in the strategy:

- Deliver cleaner air

What barriers are there to achieving these outcomes?

- Stakeholder buy in
- Funding to deliver the policies

- Prioritise walking and cycling
- Transform public transport
- Support businesses and protect our assets

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

We have information and data relating to the population of Portsmouth from census data to more specific information such as public health, deprivation, economic growth statistics as well as transport specific trends which has helped identify the challenges and opportunities faced which transport can help to address.

Using your existing data, what does it tell you?

Portsmouth, like other towns and cities across the UK, faces a number of challenges. While significant, each also presents opportunities if we take the right decisions now. These can be summarised under the following headings:

- Managing the impact and recovery from the coronavirus pandemic
- Addressing the climate emergency
- Creating cleaner air
- Changing attitudes to travel and personal mobility
- Changes to future mobility
- Supporting deprived areas of the city
- Need for more walking and cycling infrastructure
- Private car dominance and traffic congestion
- Supporting the future growth of the city
- Enhancing public transport connections
- The need to work across administrative boundaries

Step 3 - Now you need to consult!

Who have you consulted with?

The draft LTP strategy has been subject to stakeholder engagement during the public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Workshop sessions were held with internal and external stakeholders, to gather views on the draft strategy and Implementation Plan. In addition, one to one engagement sessions were held with representatives from the Visually Impaired Action Group, Portsmouth Disability Forum, The Hive and Portsmouth City Council (PCC) learning disability

If you haven't consulted yet please list who you are going to consult with

Schemes that come from the LTP will be subject to their own individual IIA's/EIAs to ensure that impacts to protected characteristics are fully understood and mitigated where possible. At the present time Members are looking at accessibility through a scrutiny panel and this work will be incorporated into the LTP as required, once this work has been completed.

representatives, and other key stakeholders who were either unable to attend the workshop or had specific questions. A twelve week online consultation was also held on the draft transport strategy. An internal PCC working group was set up to allow regular input and feedback on proposed policies.

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

Key stakeholders were emailed, invited to attend workshops and some one to one meetings were held. The consultation has been promoted on the council website, social media and in Flagship magazine. Three workshops were held with internal PCC staff and three workshops were held for external stakeholders. Virtual 1:1 meetings were held with PCC learning disability representatives, Portsmouth Visually Impaired Action Group, The Hive and Portsmouth Disability Forum, along with a few other group representatives who were unable to attend a workshop, or who wished to discuss a particular aspect.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

It is recognised in the Transport Strategy that it is important to consider all protected characteristics in both shorter term and longer term improvements, to ensure that proposals are inclusive and promote accessibility. Consideration will be given to the needs of stakeholders and impacts schemes may have on different protected characteristics and any mitigation measures required, where possible.

Ethnicity or race

This strategy will work to ensure all modes of transport are available to all ethnicities and races without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people of different religions and/or ethnicities and races. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views. Through the consultation, no direct negative impacts were raised with regards to ethnicity or race.

Gender reassignment

This strategy will work to ensure that all modes of transport are available to all genders including gender reassignment without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people of different gender identities and trans people. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

Age

This strategy will work with partners to ensure all modes of transport are available to all ages

particularly working to address any concerns vulnerable age groups may have. It was highlighted through the consultation that poor bus services can restrict access for older people, and lead to greater reliance on the private car. Through this strategy, improvements to bus services are proposed. Proposed improvements to walking routes, such as widening of footways to provide more space for those with mobility issues, or who use a mobility scooter, wheelchair or pushchair, will also support improved travel. Improved lighting and signage will also be considered for walking and cycling routes where required.

Disability

Through the consultation, a number of issues/suggestions were highlighted directly in relation to disability, with key examples shown below. PCC will work closely with local disability groups as individual schemes are developed as part of the LTP:

- Roadworks can cause difficulties - dropped kerb provision should be provided
- Shared spaces can be difficult for people with visual impairment
- Street clutter can be problematic - wide pavement width can help to make travel easier
- Buses are good - still good with pandemic
- P&R buses - a concern that these buses are too narrow for certain types of electric wheelchairs
- Need to ensure there are enough wheelchair accessible taxis
- Wheelchair accessible taxis are expensive - the CAZ funding may be able to support upgrades
- Keep traffic calming on 20mph road
- Concerns around e-scooters and the dangers these can present to people with disabilities
- Cyclists not thoughtful to people in wheelchairs and guide dogs
- AppyWay sensors - not good to go over in wheelchair/ wheelchair bike
- Pavement parking can restrict width and make travel difficult, especially if in a wheelchair
- Better lighting required in some areas to improve safety
- Amenities licences can cause pavement obstructions - engagement needed when applications considered
- Dog bins - more required to prevent dog mess being left on pavements
- Charging points - ensure they are accessible - e.g. hard to access if in wheelchair, front or side
- Trains with just a driver and no guard - will prevent wheelchairs users
- Electric vehicles are very quiet and impossible to hear for some people with hearing difficulties
- Road crossing app that can go onto a phone to allow the lights to change at a crossing if a disabled person is approaching, and has difficulty reaching the button to cross the road
- Need increase in buses - increase frequency, getting to the north is more challenging- can't get from Paulsgrove to Frank Sorrell Centre for example
- Bus services are poor in some areas, leading to greater reliance on private car
- Better bus services and stops are needed where there is supported housing
- There can be a lack of space on buses for wheelchair users
- Buses need to use audio to support people with hearing difficulties
- Smart bus stops with audio are very useful
- Some designs of crossings are silent, and cant be heard - very difficult for people with visual and hearing impairments
- Some disabled people cant easily get to the bus stop to use public transport, meaning this mode of travel is not viable to them
- Consideration could be given to transport services for people with limited mobility, such as dial-a-ride or subsidized taxi service
- Need to engage closely with disabled groups and visually impaired groups on public highway changes
- Need to promote what facilities are already there, and what may be coming in the future
- Some disabled people rely on their private car for journeys. For some, other modes of travel are impractical or impossible
- Walking on pavement can be frightening because of cyclists/scooters on pavement
- It is difficult for people with mobility issues to gain access to certain area of the city
- Lack of provision for Blue Badge holder parking - access required close to amenities
- Accessing public transport can be difficult for people with mobility difficulties
- Use of the disabled persons bus pass is very useful

- Bus passes should be available to people aged 60+

Religion or belief

The transport strategy will work with partners to ensure all modes of transport are available to all religions and faiths without discrimination.

Sexual orientation

This strategy will work to ensure that all modes of transport are available to all sexual orientations without discrimination. It is recognised in the strategy that there may be some negative perceptions of safety of public transport for certain groups in society, including people with different sexual orientations. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

Sex

This strategy will work to ensure that all modes of transport are available to all genders including gender reassignment without discrimination. It is recognised in the strategy that there remains a significant difference in gender perceptions on the safety of public transport with women feeling significantly less safe than men when on public transport. As schemes are developed, we will look to engage with affected groups and individuals where relevant, and respond to these views.

Marriage or civil partnerships

This strategy will work to ensure all modes of transport are available to all regardless of marriage or civil partnership status without discrimination.

Pregnancy & maternity

This strategy will work with partners to ensure all modes of transport are available to those pregnant or with young infants and address any concerns these groups may have. Through the policies set out in the strategy, improvements to accessibility and issues such as dropped kerbs and pavement width will be considered at certain locations, which would support people using pushchairs and buggies.

Other socially excluded groups or communities

We have engaged with the tackling poverty co-ordinator to ensure the needs of those living in deprivation are addressed as best possible. Some comments received through the consultation were in relation to affordability of public transport, and how costs of this mode of travel can be a barrier to some. Suggestions made through the consultation were that buses need to be more affordable, and there needs to be cheaper alternatives to the private car. This issue is being considered through the strategy, through seeking to develop a Mobility as a Service platform, through which we would work with operators to seek a cap on fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Other

aspects of the transport strategy will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel. Additionally, we will work with transport operators to investigate potential ways to support those on low incomes. As an example, the operator of the mobility scooter trial, Voi, are offering discounts to students and people who hold a valid HC2 certificate. Any new transport measures introduced could increase inequality for excluded groups, if they are unaffordable, inaccessible, or do not cover areas of the city with higher levels of deprivation.

Note: Other socially excluded groups, examples includes, Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☒ Yes ☐ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

There is a positive impact on air quality through this draft strategy. Poor air quality has a detriment to public health, through respiratory and cardiovascular diseases and can reduce life expectancy and cause early morbidity.
The strategy prioritises walking and cycling encouraging increased level of physical activity in daily routine which in turn can improve physical health, reduce obesity levels and reduce instances of cardiovascular disease. Physical activity can also improve mental health.

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:mark.sage@portsmouthcc.gov.uk

We have engaged with the tackling poverty co-ordinator to ensure the needs of those living in

deprivation are addressed as best possible. The strategy looks to ensure transport is accessible to all. The geographical areas that are vulnerable to poverty are predominantly located in areas of high accessibility to transport with high frequency public transport routes and key destinations such as employment, retail in close proximity. The exception to this is Paulsgrove which lies to the northwest boundary of the city and so additional consideration needs to be made to ensure that these residents have good transport provision and not left isolated.

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Please summerise any potential impacts this will have on specific protected characteristics

This is a high level, 17 year strategy, and at this stage, no specific potential impacts will be had on specific protected characteristics. As individual schemes are developed, additional IIA's/EIA's will be conducted as required. The strategy will work to build on a people-centred travel network, providing travel benefits and improving accessibility.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☐ Yes ☒ No

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

N/A

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

The strategy is agreed by the Cabinet at each stage of the process and the document will be taken to Full Council in July 2021 for approval. Stakeholder engagement and consultation has taken place, as set out in previous sections above.

What changes or benefits have been highlighted as a result of your consultation?

As the present time, we have been gathering views and feedback on the strategy, to enable us to consider what needs to be looked at in more detail as individual schemes are developed and taken forwards. We are aware of the need to engage with disability groups, local residents and businesses as specific schemes are looked at in more detail across the life of the strategy.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

Action	Timescale	Responsible officer

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

It is planned to produce an annual monitoring report for the Local Transport Plan 4. This will be led by the Transport Planning Team.

Step 7 - Now just publish your results

This EIA has been approved by: Natasha Edmunds, Director, Corporate Services

Contact number:

Date:

PCC staff-Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.
Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

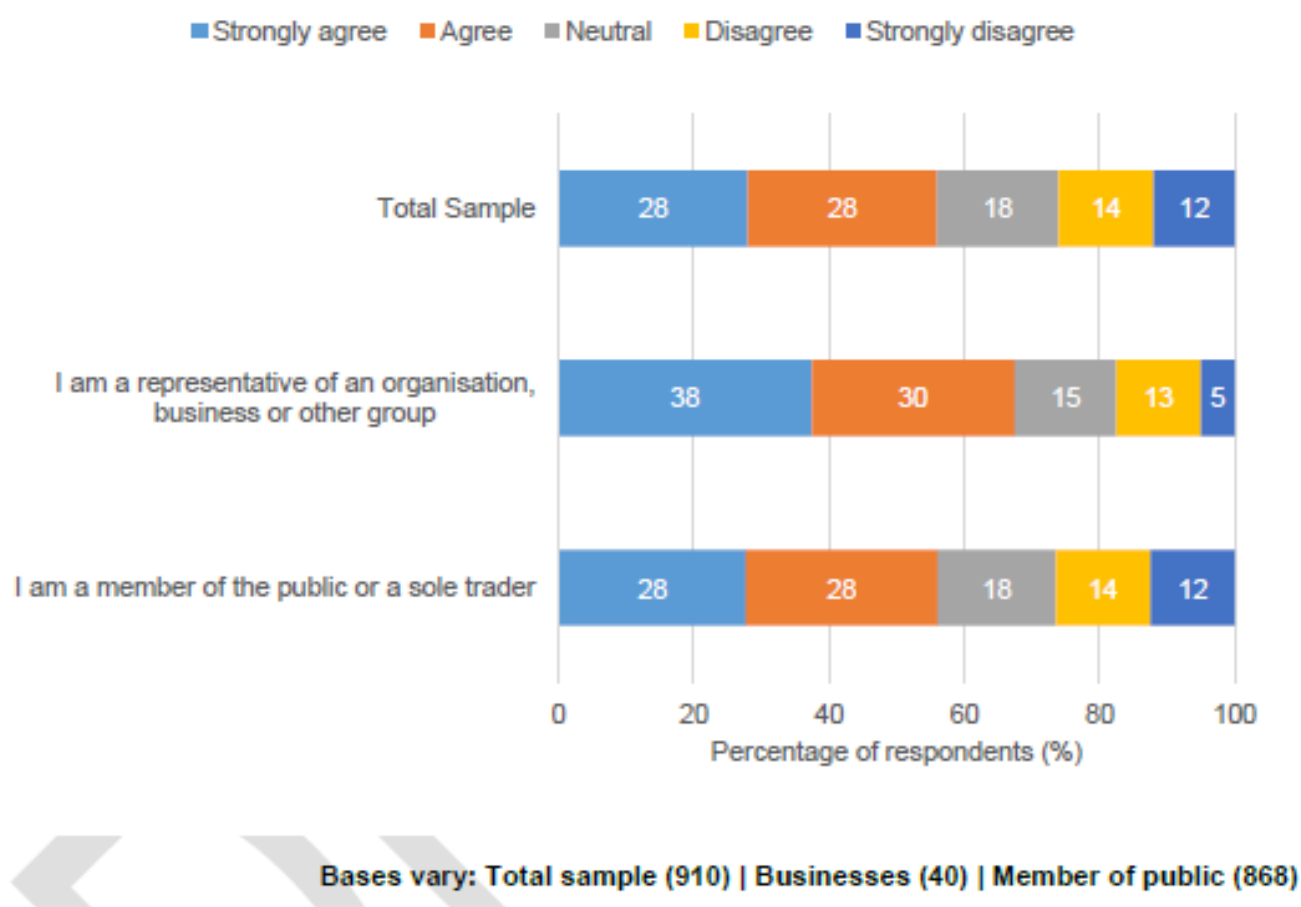
CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your full EIA. Email: sehccg.equalityanddiversity@nhs.net

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Appendix I - Consultation for LTP4

- 1.1 A twelve week consultation was undertaken for LTP4 between 28th September and 21st December 2020.
- 1.2 During the 12 week statutory consultation period, an online survey was available, which was open to all, and was promoted to encourage a high level of responses with questions focusing on the draft vision, objectives and policies set out within. This survey was promoted in a number of ways including on the Portsmouth City Council website, social media, e-bulletins and to every house in the city via Flagship magazine. Additionally, hard copies of the survey were available on request and in five libraries across the city. There was also the option to respond by phone. The online consultation resulted in 1,010 responses.
- 1.3 Additionally, a number of stakeholder workshop were held, with three workshops being held for key internal stakeholders, key external stakeholders and for PCC councillors. As well as focusing on the draft vision, objectives and policies during these workshops, the proposed schemes and initiatives were considered.
- 1.4 A number of one to one meetings were also held, for those who either could not attend one of the workshop sessions, or who had specifically requested one.
- 1.5 As shown in Figure 16 below, the majority of respondents (56%) to the online consultation either strongly agree or agree with the vision of the LTP4 whilst just over a quarter either disagree or strongly disagree (26%).

Figure 16: Respondents by their level of agreement with the draft vision and respondent profile



1.6 Regarding the strategic objectives:

Strategic Objective 1 - Delivering Cleaner Air

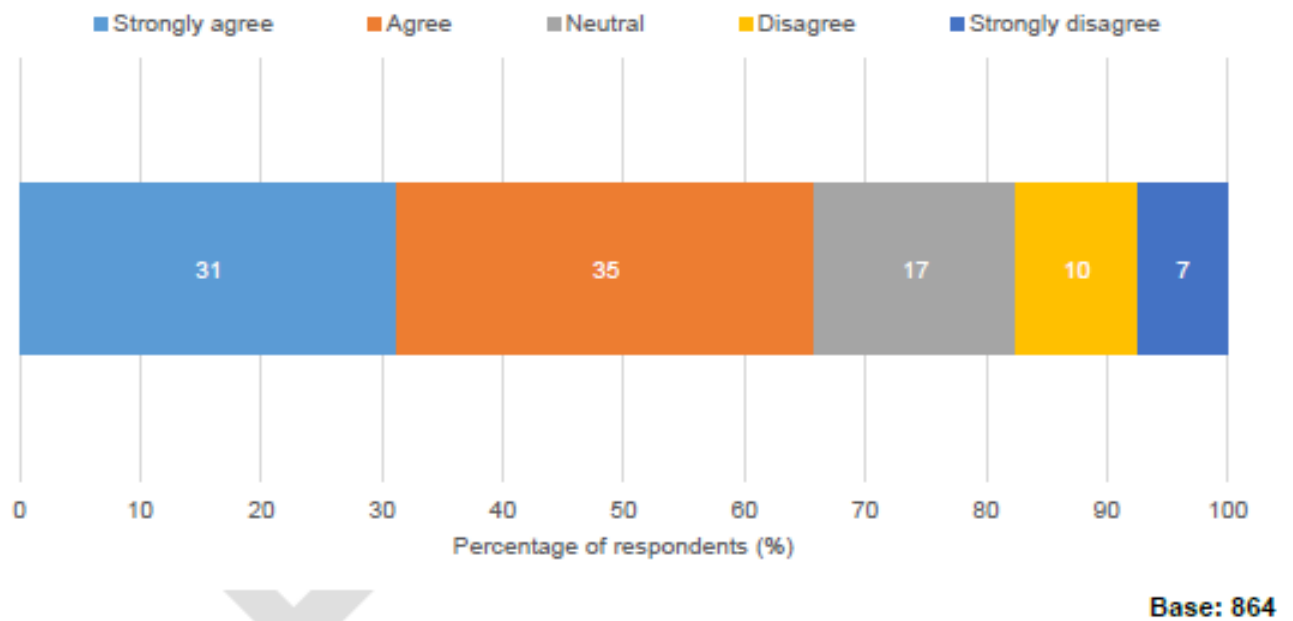
Strategic Objective 2 - Prioritising Walking and Cycling

Strategic Objective 3 - Transforming Public Transport

Strategic Objective 4 - Supporting Business and Protecting our Assets

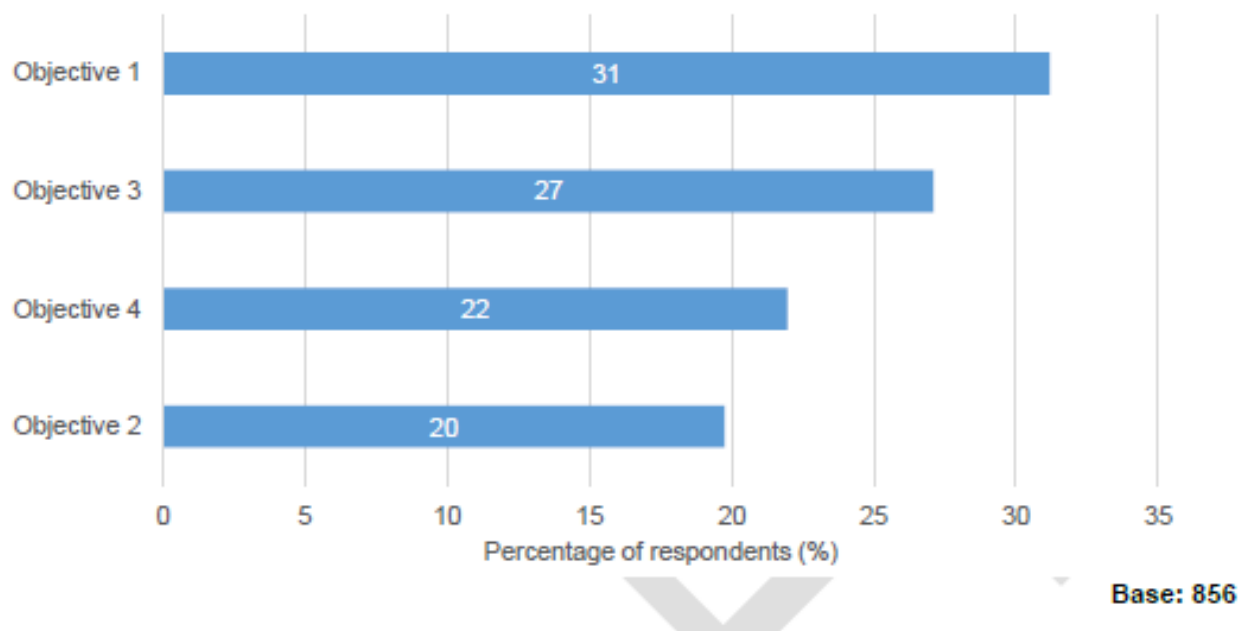
Figure 18 overleaf shows how 66% of respondents to the online consultation agree that they are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree/disagree with the strategic objectives.

Figure 18: Respondents by level of agreement of the strategic objectives



- 1.7 Respondents were then asked which of the objectives were most important to them. The results in Figure 20 overleaf show that generally all of the objectives are of fairly equal importance. However, the objective which was selected by the largest proportion of respondents as being most important was Objective 1 - Delivering cleaner air (31%). Objective 2 - Prioritising walking and cycling, was chosen by the smallest proportion of respondents with just 20% selecting it as most important.

Figure 20: Respondents by what objective is most important for them



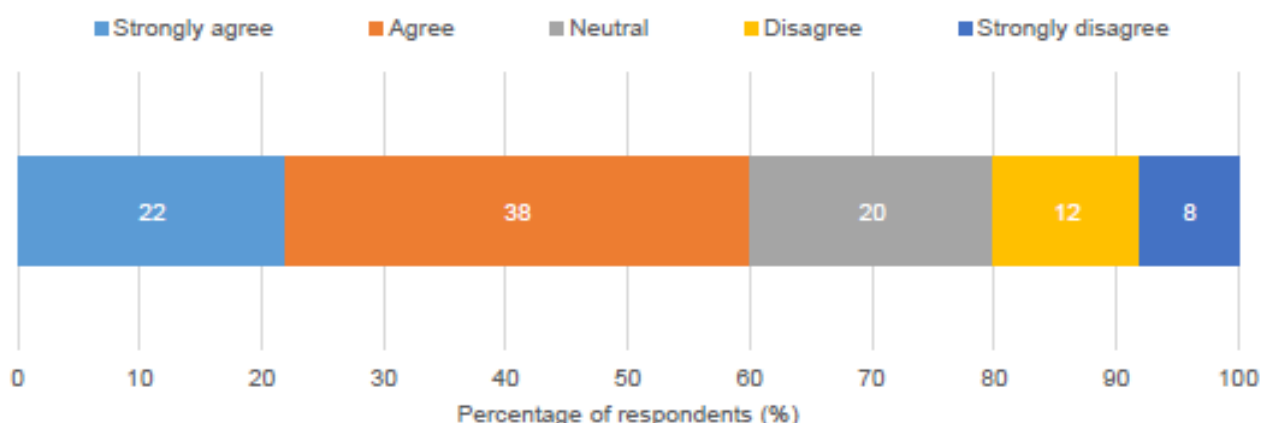
1.8 The final part of the consultation survey focused on the policies and respondents were asked to consider the policies under each of the objectives.

1.9 Delivering Cleaner Air policies:

1. Implement a government-directed city centre Clean Air Zone in 2021
2. Support infrastructure for alternative fueled vehicles
3. Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs
4. Expand the Portsmouth park and ride to reduce pollution and congestion in the city centre
5. Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure
6. Deliver residential and business behavior change initiatives to encourage people to walk, cycle and use public transport

1.10 The majority of respondents selected agree or strongly agree that the policies under objective 1 - delivering cleaner air, are the right ones, with 60% in agreement, and 20% disagreeing as shown in Figure 21 overleaf.

Figure 21: Respondents by their answer 'to what extent do you think these policies are the right ones?'



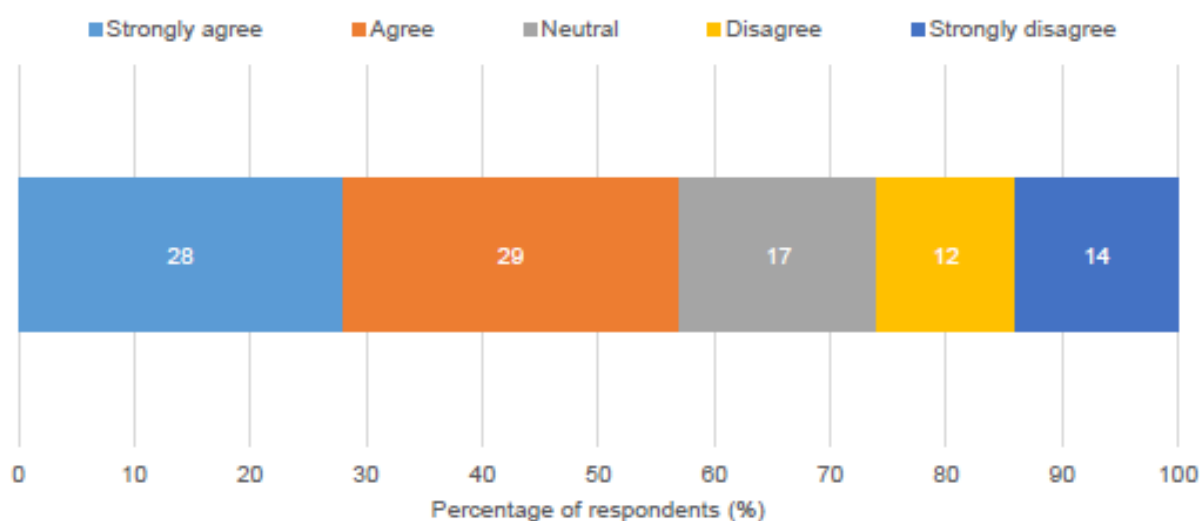
Base: 814

1.11 Prioritising walking and cycling policies:

1. Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities
2. Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.
3. Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.
4. Deliver innovations in micro-mobility to promote travel choices and active travel options

1.12 The majority of respondents selected agree or strongly agree that the policies under objective 2 - Prioritising walking and cycling, are the right ones with 57% in agreement, and 26% disagreeing as shown in Figure 25 overleaf.

Figure 25: Respondents answer 'to what extent do you think these policies are the right ones?'



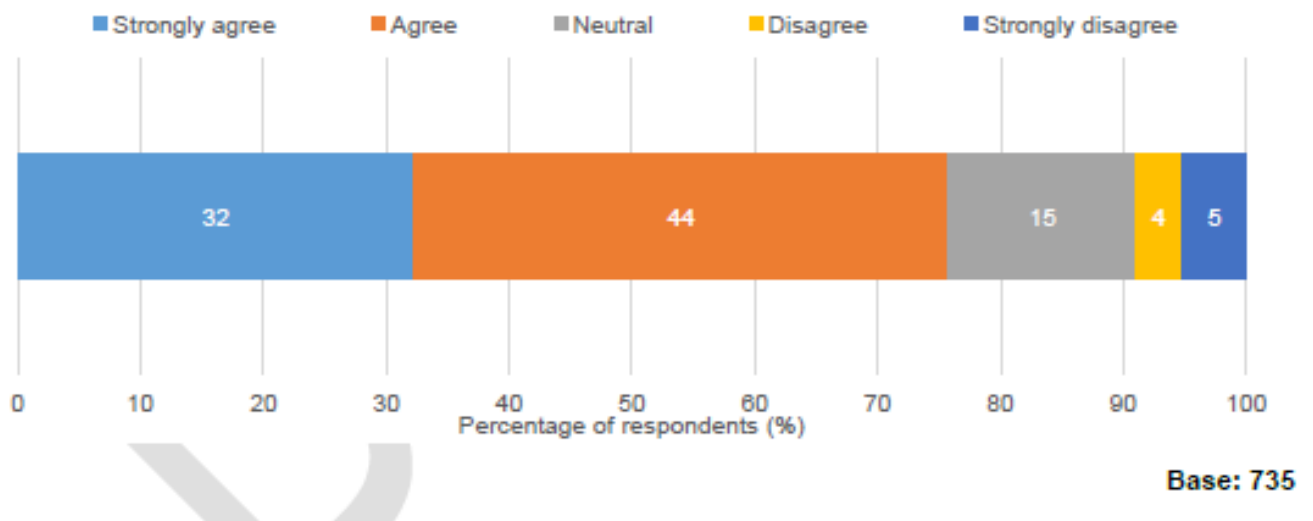
Base: 773

1.13 Transforming public transport policies:

1. Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth
2. Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services
3. Deliver high quality transport interchanges, stations and stops
4. Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity

1.14 Objective 3 - transforming public transport, received the highest level of agreement, with 76% of respondents agreeing or strongly agreeing that the policies under this objective are the right ones, and only 9% of respondents disagreeing or strongly disagreeing as seen in Figure 28 overleaf;

Figure 28: Respondents answer 'to what extent do you think these policies are the right ones?'

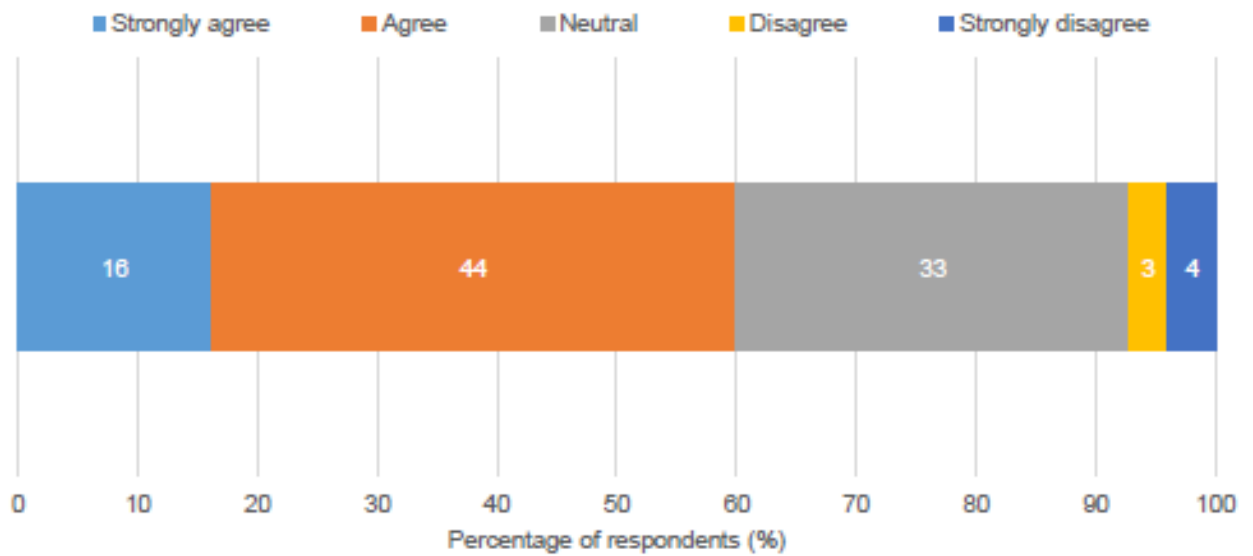


1.15 Supporting Business and Protecting our Assets policies:

1. Protect access to the ports and HM Naval Base, Portsmouth
2. Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries
3. Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents
4. Introduce a lane rental scheme to maximise co-ordination of street works and roadworks, and review loading restrictions to minimise impacts on traffic sensitive routes during peak periods
5. Maintain our highway infrastructure
6. Proactively manage kerbside space to enable flexible use for essential access

1.16 For objective 4 - supporting business and protecting our assets, the majority of respondents, 60%, agree or strongly agree that the policies under this objective are correct, with only 7% of respondents disagreeing or strongly disagreeing as seen in Figure 33 overleaf:

Figure 33: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 713

- 1.17 A good level of attendance was shown at the consultation workshop sessions with 44 external organisations attending. Comments received at the workshops, one to one meetings and via email were noted and formed part of the consultation analysis.

Appendix J - Cabinet Report for Local Transport Plan 4 - Adoption

Key changes to transport strategy following consultation

General key updates

Amendment	Reason for amendment
Date period of strategy changed from 2020-2036 to 2021-2038	Adoption occurring in 2021, and end date extended to 2038 to align with the Local Plan
Wording of Vision amended to include the word 'connected', now changed to: <i>'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'</i>	To show that the strategy will improve connectivity
Wording of strategic objectives changed to: 1.Deliver cleaner air 2.Prioritise walking and cycling 3.Transform public transport 4. Support business and protect our assets	Change of phrasing, to show that these are things we will do, to achieve the vision
Diagram to be added to demonstrate how transport links with national, sub-regional policy and wider local strategies	To demonstrate links with wider policy and strategies
Policies to be lettered rather than numbered	To make it clear that policies are not in priority order
The term 'transport hub' has replaced all references to 'mobility hub'	To provide clearer explanation

Introduction, Our City section and Travel Challenges and Opportunities section

Amendment	Reason for amendment
Text strengthened to acknowledge that private cars are needed for some journeys	To recognise the need for private cars for some journeys, to respond to consultation feedback

Addition of ageing population statistics	To include an important statistic on ageing population which had been omitted
Diagram added to better demonstrate how transport interlinks with other departments/strategies, particularly Imagine Portsmouth	To illustrate the overlap and links with other plans and strategies that the LTP supports, and also which support the LTP
Additional text added to climate change challenge	To strengthen wording on climate change
Text added referring to the Government's National Bus Strategy - 'Bus Back Better'	To acknowledge this national bus strategy
Guiding principles - Engagement and partnership working header added and text strengthened	Engagement and partnership working header omitted and this was an important area in stakeholder feedback
Guiding principles - inclusivity and accessibility text strengthened	Consultation feedback highlighted the importance of inclusivity and accessibility, so text strengthened on this

Deliver cleaner air key updates

Amendment	Reason for amendment
Policy 1 - Implement a government-directed city centre Clean Air Zone in 2021	
Text has been amended to include: <i>'In order to reach net zero by 2030 it is essential that a significant proportion of trips are made using sustainable transport modes. We will progress using this type of zone for further air quality and carbon reduction initiatives, to help to achieve this ambitious target'</i>	To strengthen wording around carbon reduction, and to include potential option for CAZ after compliance
Policy 3 (original title, now amended) - Maintain the residents' parking permit system while encouraging, fewer, cleaner vehicles and supporting car clubs	
Policy 3 has been merged with Policy 10 (<i>Deliver innovations in micro-mobility to promote travel choices and active travel options</i>) and the title of this policy has changed to: <i>Make parking easier in residential areas through encouraging, fewer vehicles and supporting shared transport modes'</i>	There is overlap between car clubs and shared micro-mobility modes which should be considered together

Policy 4 (original title, now amended) - Expand the Portsmouth Park & Ride to reduce pollution and congestion in the city centre	
Additional text has been added to this title <i>'and create a transport hub', and 'increase travel choices',</i> and the word <i>'centre'</i> has been removed. The title has changed to: <i>'Expand the Portsmouth Park and Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices'</i>	To reflect the consultation feedback for additional park and ride routes to be considered, so not focussing solely on the city centre and that it's remit should consider a transport hub and not just a park and ride site.
Text has been updated to reference other potential locations and sites for Park and Ride in the city: <i>'As well as park & ride services accessing the city centre, we will seek to extend services to key attractions within the city, such as the seafront, Queen Alexandra Hospital and Fratton Park including investigating demand for park and ride to the east of the city'</i>	Consultation feedback received around routes to other destinations and additional sites, particularly in the east
Text has been added to investigate the potential for park and rail sites to serve the city	To reflect consultation feedback on the potential inclusion of park and rail
Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure	
Text added to recognise the need to consider wider impacts of a Workplace Parking Levy scheme: <i>'Assessment of any wider impacts would be considered including parking congestion in residential areas'</i>	Concern raised in consultation that proposal may lead to displacement parking issues
Text added: <i>'As part of the investigations into the potential for this scheme, we will explore the possibility of working with neighbouring authorities'.</i>	Some concern raised regarding if this scheme is delivered in the city, but not in surrounding areas.
Policy 6 (original title, now amended) - Deliver residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport	
Policy title amended to include support and safety: <i>' Deliver and support residential and business behaviour change initiatives to encourage people to walk, cycle</i>	It was felt to be important to include 'safety' in the title of this policy

<i>and use public transport and to travel more safely'</i>	
Inclusion of safety and other campaigns such as air quality (Anti-idling) as well as mode shift	Safety is an important part in day-to-day travel and mode shift was not explicitly mentioned
Inclusion of workplace travel planning	Workplace travel planning is a key initiative and was not explicitly mentioned

Prioritise walking and cycling key updates

Amendment	Reason for amendment
Policy 7 (original title, now amended) - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities	
Policy title amended to: <i>'Establish a cohesive and continuous network work of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities'</i> .	Consultation feedback suggested safety does not feature prominently enough and is important in achieving modal shift, improvements may be possible without reallocating road space
Minor wording updates to include: convenience, inclusivity and accessibility, continuity, work with neighbouring authorities, widening of footways, wayfinding, LTN 1/20, desire lines, deterring pavement/cycle lane parking, leisure routes	All important elements in pavement and cycle lane infrastructure to be included
Policy 8 (original title, now amended) - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets	
Policy title amended as follows, to include school streets: <i>'Introduce a network of low traffic neighbourhoods and School Streets that reduce through traffic in residential streets'</i>	Consultation feedback suggested school streets should be included and reference to parking was not needed. Reference to 'rat running' has been altered to 'through traffic' to remove negative connotations

Minor wording updates to include: filtered permeability, traffic calming, Healthy streets	To reflect consultation feedback
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Transform public transport key updates

Amendment	Reason for amendment
Policy 11 - Deliver a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services	
Policy 11 and policy 12 have been re-ordered so policy 12 comes before Policy 11	Stakeholder feedback suggested that local bus priority should come before sub-regional
Minor wording updates to include reference to National Bus Strategy - Bus Back Better, LCWIP and bus depot, tendered services and developer contributions	To strengthen the wording in these policies
Policy 13 - Deliver high quality transport interchanges, stations and stops Policy 14 (original title, now amended) - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity	
Policy 14 title amended as follows: <i>'Continue to work with public transport operators to deliver integrated, efficient, attractive, affordable services promoting local and regional connectivity'</i>	Stakeholder feedback that we already work with operators, and it is important that services are attractive
Text added that we will enter into an Enhanced Partnership with bus operators	Following central government releasing the requirement of the National Bus Strategy - Bus Back Better this section was updated to reflect that PCC will be entering into an Enhanced Partnership with bus operators, to work collaboratively to improve local services, once agreed at the Cabinet Decision meeting being held on 22nd June 2021
Minor wording update to improve understanding and reference new developments, national bus strategy, supported services, east-	To respond to stakeholder feedback and strengthen policies

west links, use of bus lanes, waterbourne transport	
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Support business and protect our assets key updates

Amendment	Reason for amendment
Policy 15 (original title, now amended) - Protect access to the ports and HM Naval Base, Portsmouth	
Policy title amended as follows: <i>'Protect the main road network and maintain access to the ports and HM Naval Base, Portsmouth and other key industry, business and retail sites'</i>	To clarify that the focus is on protecting essential road access for all sites in the city which need it
Additional text added to include: 'Targeted capacity improvements will be investigated where this can be done without creating additional demand and adding to congestion on the surrounding network. <i>Similarly, a new traffic link to Junction 1 of the M275 could be explored to facilitate easier access to the strategic road network and reduce pressure at the Rudmore Roundabout, and support delivery of strategic development sites at Tipner.'</i>	To include reference to investigation of the potential new traffic link to junction 1 of M275
Minor text updates to include cruise ship information from the Port and to recognise that other businesses, such as those in the industrial sector, will also have a significant proportion of journeys which must be made by road	To provide further information, and strengthen policy
Policy 16 (original title, now merged and amended) - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries Policy 17 (original title, now merged and amended) - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents	
Policy 16 and 17 have been merged into a single policy due to overlaps. The new policy title is as follows : <i>'Deliver micro and macro freight consolidation measures,</i>	Consultation highlighted overlap between these two policies

<i>supporting businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile delivery'</i>	
Policy 18 - Explore a lane rental scheme to maximise co-ordination of street works and road works, in order to minimise impacts on traffic-sensitive routes during peak periods	
This policy was reviewed and re-written with the PFI and network management teams	To ensure this policy is deliverable and best meets needs

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Agenda Item 9



Title of meeting:	Cabinet
Date of meeting:	22 June 2021
Subject:	Portsmouth International Port Harbour Revision Order
Report by:	Mike Sellers, Port Director
Wards affected:	None
Key decision:	No
Full Council decision:	Yes

1. Purpose of report

The purpose of this report is to seek approval for an application for a Harbour Revision Order (HRO) for Portsmouth International Port and the Camber. The Order will aim to modernise and consolidate the statutory harbour powers applying in relation to Portsmouth International Port and the Camber, including a new modern power of General Direction.

Part 1 Chapter 4 of the Council's Constitution governs that harbour revision order applications are reserved for the decision of Full Council. The City Solicitor has also suggested that the report goes through Cabinet as although a grey area regarding costing and hence not necessarily a key decision *prima facie*, this route will support transparency provided that the final decision maker is Full Council.

2. Recommendations

It is hereby recommended that Cabinet agree the following recommendations to be taken to Full Council:

- (a) approves an application being made to the Marine Management Organisation ("MMO") for a Harbour Revision Order ("HRO") for a full consolidation and modernisation of legislative powers; and
- (b) delegates authority to the Port Director in consultation with the Port's Portfolio Holder and the Harbour Master to determine the wording of the HRO based on legal advice and undertake all procedures for the submission of the HRO to the MMO.

3. Background

Presently (and prior to the recommended HRO), there are two main separate statutory undertakings and a number of miscellaneous pieces of local legislation that together form the port known as Portsmouth International Port. In addition, there is a separate statutory undertaking in respect of Camber Docks. Each undertaking is governed by its own local legislation and although the

provisions are similar, they are complex, fragmented and in places unclear (there are over 20 pieces of different historic local legislation applying in relation to the Port's entities). The Council is the statutory harbour authority for all of the undertakings. It is therefore considered conducive to the efficient and economical operation, maintenance, management and improvement of each undertaking and therefore Portsmouth International Port and the Camber as a whole if the majority of the existing statutory harbour legislation is repealed and that Portsmouth International Port and the Camber are managed primarily under the proposed HRO. Therefore the same statutory provisions will apply universally at the Port with a central reserve fund being maintained throughout.

The proposed HRO would also confer a full suite of modernised powers on the Council. The provisions cover a range of matters including advisory bodies, charges and other financial provisions, appropriation, development and disposal of land, dredging, control of repairs and works, byelaws, bunkering, moorings, removal of vessels, vehicles, and wrecks. In particular, the HRO would confer modern powers on the Council to give general directions to vessels, persons and vehicles using Portsmouth International Port and the Camber, together with powers exercisable by the Harbour Master appointed by the Council, to give special directions to vessels. These powers are required to support the effective management of Portsmouth International Port as recommended in the Port Marine Safety Code. A public consultation exercise will be undertaken as part of the HRO process.

4. Reasons for recommendations

General

The HRO would consolidate and modernise existing local statutory harbour legislation in respect of Portsmouth International Port and the Camber and confer further modernised powers on the Council considered conducive to the efficient and economical operation, maintenance, management and improvement of the Port. Nearly all of the current local legislation relating to the current undertakings would be repealed under the proposed HRO, meaning that in the future all areas of the Port will be governed by nearly identical statutory provisions, which will significantly improve the efficient, legal and economic operation and management of the Port. The local statutory provisions that are currently in force and have been deemed necessary to retain going forward will be listed in a Schedule to the HRO.

The HRO will clearly define the port limits on deposited plans, which in respect of some areas of the Port are currently unclear.

Port Marine Safety Code

As the harbour authority for the current undertakings, the Port Marine Safety Code (November 2016) published by the Department for Transport (the "Code") applies to the Council as well as to all statutory harbour authorities and other marine facilities, berths and terminals in the UK. The Executive Summary to the Code explains that:

"The Code has been developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code describes the role of board members, officers and key personnel in relation to safety of navigation and summarises the main statutory duties and powers of

harbour authorities. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope.”

The Code identifies a number of tasks which harbour authorities should undertake in order to comply with the Code including reviewing and being aware of existing powers based on local and national legislation and advises that harbour authorities should seek additional powers if the existing powers are insufficient to meet their obligations to provide safe navigation.

In particular, paragraph 2.5 of the Code states “... *harbour authorities would be well advised to secure powers of general direction or harbour direction to support the effective management of vessels in their harbour waters if they do not have them already*”. The Council is seeking through the HRO application to obtain modern powers of General Direction (covering vessels, persons and vehicles) to enable a single set of General Directions covering the whole Port. Currently the Council does not have powers of General Direction or Harbour Direction in respect of the Port.

Although the Code is best practice guidance (rather than a legal requirement), failure to comply can lead to prosecutions under the Health and Safety at Work Act 1974 or other relevant legislation.

Harbours Act 1964

Section 14 of the Harbours Act 1964 (“the 1964 Act”) confers powers which have been devolved to the MMO to make an order under that section (known as a harbour revision order) in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties for achieving all or any of the objects specified in Schedule 2 of the 1964 Act.

Section 14(2)(a) of the 1964 Act requires that a written application be made to the MMO by the authority engaged in improving, maintaining or managing the harbour in question and section 14(2)(b) provides that the MMO must be:

“satisfied that the making of the order is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner or facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships”.

It is deemed that the application for the HRO under section 14 of the 1964 Act meets the conditions set out in that section.

Other modern HROs

The modernised and additional powers sought by the proposed HRO include powers reflective of those contained in modern HROs. Other HROs which contain some similar provisions include the Shoreham Port Authority Harbour Revision Order 2021, Weymouth Harbour Revision Order 2021, Fowey Harbour Revision Order 2021, Dart Harbour and Navigation Harbour Revision Order 2021, Portland Harbour Revision Order 1997, the Poole Harbour Revision Order 2012, the Cowes Harbour Revision Order 2012 and the Dover Harbour Revision Order 2014. They include common types of statutory harbour powers, such as the power to borrow, powers to dispose of and develop land, powers associated with charges (including deposits and liens associated with charges) and miscellaneous powers including a power of general direction, a power to dredge, powers related to the removal of wrecks and other obstructions and various powers related to commercial activities.

5. Integrated impact assessment

An Integrated Impact Assessment has been undertaken and is attached.

6. Legal implications

Comments of the City Solicitor are consistent with the legal narratives set out in this report.

7. Director of Finance's comments

There are no direct financial implications as a result of approving the recommendations within this report.

The cost of revising the Harbour Revision Orders is being met from the Port's cash limited budgets.

8. Summary

A modernised and streamlined HRO, replacing the existing numerous complex approvals, not only gives clear powers of direction to the Harbour Master, it provides the foundations for the future development of Portsmouth International Port.

It is, therefore, recommended that the Cabinet approves this application for a modern and consolidated Harbour Revision Order.

Signed by:

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

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

Signed by:

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:

- Communities and safety
- Regeneration and culture
- Environment and public space
- Equality & - Diversity This can be found in Section A5

Directorate:

Port

Service, function:

Statutory Harbour Authority

Title of policy, service, function, project or strategy (new or old) :

Harbour Revision Order encompassing several existing Orders and repealing irrelevant and outdated Orders.

Type of policy, service, function, project or strategy:

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

What is the aim of your policy, service, function, project or strategy?

The port has undertaken a legal review of its powers and legislation. The result of such review was to consolidate the many existing pieces of legislation into a single modern Harbour Revision Order and application for the Powers of General Direction

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Public consultation will be undertaken as part of the Marine Management Organisation application process

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

During recent years anti-social behaviour including Jet-Ski and other Personal Watercraft being operated in the Camber, and swimming in proximity to cross solent ferries, has become more prevalent. The police, through operation Wavebreaker have asked that we have sufficient legal powers in place to enable them to take action and for the port to prosecute in the event of a breach of the General Directions. The present 1930's Byelaws are in the most part, irrelevant to today's operations.

How will you measure/check the impact of your proposal?

Close liaison with the Police and Community Wardens to monitor effects of the General Directions on Anti-social behavior around the Camber and other port areas.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty -Will it consider income deprivation and reduce poverty?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?

★

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

☐☒

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

☐☒

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

☐☒

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

☐☒

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A modern set of General Directions, that are enforceable by law, along with the background Harbour Revision Order will protect the Port and Camber areas from Anti-Social behaviour on the water, will ensure that a set of rules can be posted for harbour users to minimise negative effects for residents, such as speed limits inside the Camber, that in turn also encourage use of the harbour for events such as the Americas Cup world series etc. In short, keeping our harbour areas pleasant, orderly and attractive.

How are you going to measure/check the impact of your proposal?

Residents liaison, Police liaison, customer feedback, site visits, and liaison with the Queens Harbour Master

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A modern HRO will give clarity to port permitted development which will help lay the foundations for the future development of the port. This will increase jobs and the overall economic contribution the port adds for the city.

How are you going to measure/check the impact of your proposal?

Measurement of port growth against the Port Master Plan, full and partial economic studies

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Having the modern Revision Order and General Directions will ensure the waterfront areas of the port are an attractive place for people to operate businesses. The Revision Order enables the port to raise dues for the use of Port Property and working cargo's which will be to the benefit of the City as Port Owners, and in turn allows the public to use the quays and docks of the Port to trade.

How are you going to measure/check the impact of your proposal?

New business into the port by financial budgets. Customer interaction and compliments / complaints

Q8 - Who was involved in the Integrated impact assessment?

Port Director - M Sellers

Harbour Master - B McInnes

This IIA has been approved by: Mike Sellers, Port Director

Contact number: 023 9285 5920

Date: 03/06/2021



Title of meeting:	Cabinet
Date of meeting:	22 nd June 2021
Subject:	Modern Slavery Transparency Statement
Report by:	Corporate Strategy - Lisa Wills
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

The purpose of this report is to provide context to the council's Modern Slavery Transparency Statement, progress against the improvement plan and seek approval to publish the statement on the council's website (appendix 1)

2. Recommendations

That Cabinet approves

- i) The Modern Slavery Transparency Statement for publication on the council's website (see appendix 1) and**
- ii) The programme of work set out in item 5 of this report.**
- iii) Full Council is asked to note the recommendations for information only**

3. Background

3.1 The Modern Slavery Act 2015 (MSA 2015) applies to England and Wales and includes the offences of human trafficking and slavery, servitude and forced or compulsory labour. The Act consolidated and simplified existing offences and establishes a legal duty under Section 52 for specified public authorities to notify the Home Office where there is reasonable grounds to believe a person may be a victim of modern slavery.

3.2 Section 54 of the MSA 2015 requires commercial organisations carrying out business in the UK, with a turnover of at least £36 million, to prepare and publish a slavery and human trafficking statement for each and every financial year.

3.3 A review of the legislation published in May 2019 recommended that Government should extend section 54 requirements to the public sector and strengthen its public procurement processes. The council published first statement in advance of this recommendation in March 2019. This is the council's third published statement.

4. City Vision

Launched in April 2021, The City Vision sets out where Portsmouth wants to be by 2040. The Modern Slavery and Human Trafficking Statement underpins two key ambitions - to be a healthy happy city and a city with a thriving economy. The programme of work set out below will help the council move towards these ambitions.

5. Social Value

There are clear links between preventing modern slavery and the Council's emerging Social Value Strategy. The new strategy and policy will help to identify modern slavery in local government supply chains, as well as improving opportunities for small businesses, and improved employment options for ex-offenders and care leavers, value for money, and social enterprise. Plans to pilot the integration of social value in procurement and commissioning processes will include making sure any risks associated with modern slavery are identified and mitigated.

6. Portsmouth International Port (PIP)

The multi-agency Solent Portal Maritime Security Group includes representatives from the Portsmouth International Port, Border Force, MOD, ferry operators, DFT and police. The group meets regularly to discuss security incidents, issues and threat levels, including human trafficking. Modern Slavery is now a standing agenda item.

Whilst Portico will publish a separate formal statement, key staff attend PIP management team meetings, share intelligence and training opportunities.

7. Hampshire and Isle of Wight Modern Slavery Partnership

7.1 Portsmouth is therefore an active member of the Hampshire and Isle of Wight Modern Slavery Partnership. Senior managers responsible for adult and children's safeguarding are represented on the core group and other Council staff play an active role in supporting the relevant sub-groups and have been involved in the development of the most recent strategic plan (2020-23) available here:

https://www.modernslaverypartnership.org.uk/files/2115/9169/7447/Hamp_MSP_Strategy.pdf

7.2 Referral Pathway for victims - this has been updated recently (see appendix 2) and appears on both children and adult safeguarding website and as a link on the PCC website in the statement itself. Discussions with the Emergency Planning team have also taken place to update the local response to unplanned incidents. Where police operations are planned the existing protocol is now under review and further meetings are planned to explore options.

7.3 Training - staff from PCC's Learning and Development team have completed an e-learning package on behalf of the Partnership. This has been circulated across the county and will help to raise awareness among staff that do not necessarily work directly with residents and their families. The partnership has also developed a **one minute guide to modern slavery** (appendix 3)

7.4 Data analysis - in contrast to previous years, the national Modern Slavery & Exploitation Helpline has seen a decrease in the number of contacts received between 2019 and 2020. This is assumed to be a direct consequence of the COVID-19 pandemic and regional and national lockdowns. The Helpline experienced a decrease of 14% in calls, 8.6% in web reports and 52% in App submissions. However, referrals have more than doubled since 2017, up from 5,141 to 10,613 in 2020.

7.4.1 The Hampshire and IOW partnership co-ordinator has provided some helpful police data; reports to the national referral mechanism have increased in Hampshire from 49 to 61 (see table below).

	<i>Jan 20-March 20</i>	<i>Jan 21-March 21</i>
Hampshire Constabulary	15	16
Local authorities	12 (5 from PCC)	31 (10 from PCC)
Home Office Agencies	16	5
Third Sector	5	4
National Probation Service	1	Not included
Metropolitan police	Not included	5
Total	49	61

More detailed, and comparative information for Portsmouth has been requested from Police colleagues; this will provide a better understanding of the issues locally and enable more targeted action.

8. Programme of continuous improvement

8.1 A local Modern Slavery Steering group chaired by the Director of Corporate Services will take forward the improvement programme set out in the statement at item 10. This will be reviewed annually alongside the statement itself ensuring appropriate levels of awareness, response and enforcement across the relevant council directorates.

The programme of work, under the following headings will be implemented during 2022:

- i. **Strategic Leadership** - finalising corporate performance indicators including numbers of staff and councillors completing training, % of council contracts audited for compliance, number of referrals from Portsmouth to National Referral Mechanism, as part of a new corporate health monitoring process. Executive level 'champion' identified to drive continuous improvement and link to Social Value Strategy and City Vision.
- ii. **Working with partners** - continue to work in active partnership with the Hampshire and Isle of Wight Modern Slavery Partnership to support a consistent approach across the county. Support work to improve local data analysis and emergency planning procedures.
- iii. **Raising awareness** - continue to raise awareness of modern slavery by developing local communications campaign to compliment national Anti-Slavery Activity in October 2020.

- iv. **Develop and expand training** - commission universal awareness raising e-learning explaining the signs and impact of early childhood trauma, and exploitation on homeless people and vulnerable adults. Ensure increases in the number of non-social care staff accessing e-learning and/or face to face training on modern slavery.
- v. **Procurement and supply chains** - undertake a minimum of two supply chain audits and develop a longer term audit framework for high risk contracts. Develop a procurement strategy linked with longer term work on social value.
- vi. **Policies and processes** - review whistle blowing and recruitment policies in relation to modern slavery and trafficking.
- vii. **Enforcement and disruption** - continue to deliver community safety responses and disruption activities, improve local data gathering, working alongside partner agencies such as the police, fire and health services to understand how and where to target resources.

9. Reasons for recommendations

9.1 This *Modern Slavery and Human Trafficking Statement* sets out the Council's current position and future plans to understand all potential modern slavery risks related to its business and to put in place steps to ensure there is no slavery or human trafficking in its own business and/or in its supply chains, and to protect and support victims.

9.2 It is important to make and sustain collaborative links with delivering the City Vision and the Social Value Strategy.

9.3 PCC Directors reviewed and approved the statement and programme of work on 27th April 2021. The Director of Corporate Services is the executive lead for the city.

9.4 The statement relates to activities during the financial year April 2020 to March 2021 and sets out a programme of work to be completed by the end of March 2022. For the avoidance of doubt, the statement also applies to Portsmouth International Port. Portico (previously known as MMD) will prepare a separate statement.

10. Integrated impact assessment (IIA) (to be updated)

An IIA has been completed and is attached.

11. Legal implications

The report sets out the basis upon which an public sector organisation is required to prepare and publish an annual statement relevant to the statutory requirements of the Modern Slavery Act 2014.

11.1 In March 2021 the Home Office issued a press release signalling a review of the national Modern Slavery Strategy in the light of'an alarming rise in people abusing our modern slavery system by posing as victims in order to prevent their removal and enable

*them stay in the country*¹. There is no indication at the moment that this review is likely to result in legislative change.

12. Director of Finance's comments

There are no financial implications arising from the recommendations and many helpful synergies. If there are actions arising from the programme of work that require additional resource, a further report will be brought to members.

.....
Signed by:

Appendices:

Appendix 1 Portsmouth City Council Draft Modern Slavery and Human Trafficking Statement 2021/22

Appendix 2 Adult victim referral pathway - November 2020

Appendix 3 Data Infographic - Modern Slavery and Exploitation Helpline 2017-19

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Local Government Association - Tackling Modern Slavery - A council guide	LGA website https://www.local.gov.uk/modern-slavery-council-guide
Councillor Guide to Tackling Modern Slavery	LGA website https://www.local.gov.uk/councillor-guide-tackling-modern-slavery
The Local Government Association guidance re preparing transparency statements.	https://www.local.gov.uk/topics/community-safety/modern-slavery/transparency-statements .

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

.....
Signed by:

¹ <https://www.gov.uk/government/news/alarming-rise-of-abuse-within-modern-slavery-system>

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Contents:

Modern Slavery and Human Trafficking Statement

ID	
Last Review Date	March 2021
Next Review Date	January 2022
Approval	Cabinet and Full Council
Policy Owner	Executive
Policy Author	Lisa Wills
Advice & Guidance	Strategy Unit
Location	Policyhub
Related Documents	https://www.modernslaverypartnership.org.uk/partnership/
Applicability	This policy applies to all employees in the City Council, (except those in schools), including elected members and the International Port.

1. Introduction

1.1 The Council acknowledges the provisions set out in the Modern Slavery Act (2015) and this statement is made pursuant to section 54(1) and the recommendations arising from an independent review published in May 2019.

1.2 Portsmouth City Council is committed to preventing slavery and human trafficking in its corporate activities and to ensuring that the services it commissions (and where applicable, supply chains) are free from slavery and human trafficking.

1.3 This *Modern Slavery and Human Trafficking Statement* sets out the Council's current position and future plans to understand all potential modern slavery risks related to its business and to put in place steps to ensure there is no slavery or human trafficking in its own business operations and/or in its supply chains. For the avoidance of doubt, this statement also applies to Portsmouth International Port.

1.4 A statement will be issued annually, setting out relevant information in respect of the previous financial year and published on the council's website here: <https://www.portsmouth.gov.uk/ext/your-council/policies-and-strategies/modern-slavery-and-human-trafficking-statement>. This statement relates to activities during the financial year April 2020 to March 2021

2. Context and reporting concerns

2.1 The council's role in relation to modern slavery is broader than other commercial organisations required to publish a transparency statement, and can be set out in four areas:

- identification and referral of victims - to report concerns please see 2.5 below
- supporting victims – this can be through safeguarding children and adults with care and support needs and through housing/homelessness services
- community safety services, enforcement and disruption activities both independently and with partners
- making sure procurement processes and supply chains are free from modern slavery

2.2 The Council acknowledges its role in working across the city and with the Police and Crime Commissioner's office to raise awareness of the signs of modern slavery, identifying those vulnerable to it and responding with partners to reports and incidents. This work involves a variety of council services and partners including the Port, UK Border Force, Police, Civil Contingencies, Environmental Health and Trading Standards, Housing and communities, Licensing, Children's Social Care and Adults Social Care.

2.3 Security meetings are held three times per year between port colleagues, MOD, Police, Border Force and other partners to share intelligence.

2.4 The Modern Slavery Steering Group meets when required to monitor the program of continuous improvement set out in item 10.

2.5 Work to protect children and vulnerable adults who are trafficked and/or exploited is overseen by our local safeguarding boards including referral processes to the national Independent Child Trafficking Advocacy Service and multi-agency specialist groups (Missing Exploited and Trafficked Group - MET). See links below for further information and **to report concerns about children or adults:**

2.5.1 Portsmouth Safeguarding Children Partnership
(<https://www.portsmouthscb.org.uk/professionals/trafficking/>) and

2.5.2 Portsmouth Safeguarding Adults Board
(<http://www.portsmouthsab.uk/abuse/missing-exploited-trafficked/>)

3. Legislative framework

3.1 The Government's approach to tackling modern slavery has been shaped by a number of international laws, conventions and protocols which the UK has opted in to, ratified, or is already bound by, including the: 1950 European Convention on Human Rights (ECHR), Children Act 1989, Care Act 2014, Immigration Act 2016, the Modern Slavery Act 2015.

4. Organisational structure

Portsmouth City Council (PCC) is a unitary authority situated in Portsmouth within the geographical county of Hampshire. PCC provides a wide range of statutory and discretionary services, delivered both directly by the Council and through external contractors.

4.1 The Council's senior management structure can be found here
<https://www.portsmouth.gov.uk/wp-content/uploads/2020/08/Councils-senior-management-structure.pdf>

4.2 The Council's constitution can be found here:

<https://www.portsmouth.gov.uk/ext/the-council/policies-and-strategies/constitution>

5. Procurement and supply chains and due diligence

5.1 PCC requires all suppliers of goods or services to have their own policy relating to working practices for modern slavery, or for evidence to be available to ensure their standards are in accordance with the City Council's expectations. We request that our suppliers ensure the same of their own supply chains. Our Supplier Selection Questionnaire includes a requirement to comply with the Modern Slavery Act 2015.

5.2 Further, we would expect and request assurance that the practices of companies and organisations operating within the EU adhere to Article 4 of the European Convention on Human Rights concerning the prohibition of slavery and forced labour.

5.3 The majority of contracts let and managed by the council are low risk for labour exploitation. The programme of continuous improvement includes a plan to develop a new procurement strategy that will identify the highest risk existing contracts and map the associated supply chains.

5.4 Strategic contracts will be audited on a rolling basis for compliance. Procurement governance arrangements will be revised to identify contract activity that will trigger the application of additional due diligence in respect of high value, high risk contracts.

6. Hampshire and Isle of Wight Modern Slavery Partnership

6.1 PCC is an active member of the Hampshire and Isle of Wight Modern Slavery Partnership (<http://www.modernslaverypartnership.org.uk/>) and supports the delivery of the overarching strategy 2020-2023.

https://www.modernslaverypartnership.org.uk/files/2115/9169/7447/Hamp_MSP_Strategy.pdf

7. Relevant organisational policies, procedures and strategies

7.1 PCC has the following policies that describe its current approach to the identification of modern slavery risks and the steps it takes to prevent slavery and human trafficking in its operations. All policies are available to staff on Policy Hub and are also available by contacting the Council direct (please email Lisa.Wills@portsmouthcc.gov.uk)

7.1.2 Whistle blowing policy - through our whistle blowing policy the council encourages all its employees, councilors, contractors, their agents and/or subcontractors, consultants, suppliers and service providers to report concerns about any aspect of service provision, conduct of officers and others acting on behalf of the Council, or the supply chain. The policy is designed to make it easy to make disclosures without fear of discrimination and victimisation.

7.1.3 Employee Code of Conduct - the council's employee code of conduct (Council Constitution, Part 4C) makes clear to employees the actions and behaviour expected of them when representing the council. The council strives to maintain the highest standards of employee conduct and ethical behaviour when managing the supply chain.

<https://www.portsmouth.gov.uk/services/council-and-democracy/policies-and-strategies/constitution/>

7.1.4 Recruitment policy - the council adheres to robust continuing employment checks/standards, this includes ensuring identities and qualifications, UK address, right to work in the UK, (i.e. people brought into the country illegally will not have a National Insurance number), suitable references and payroll information. The organisation uses only specified, reputable employment agencies to source labour and always verifies the practices of any new agency it is using before accepting workers from that agency.

8. Safeguarding policies and procedures - children and adults

8.1 The children and adults safeguarding partnerships provide city wide governance in relation to identification, referral and support of vulnerable children and adults who may be subject to exploitation. Please refer to the links previously provided for details.

9. Training

9.1 Modern slavery and human trafficking is included within the council's safeguarding training for children and adults. This training is mandatory for the social care workforce and is consistent across the county. 384 staff attended children's safeguarding courses that include modern slavery and exploitation and 367 attended adult safeguarding courses. In addition to social care staff this included housing officers, finance staff, building maintenance staff. In addition to this, a generic video-based e-learning package on Modern Slavery has been made available for PCC staff. A new bespoke e-learning package is in the final stages of development through the Hampshire & Isle Of Wight partnership training sub-group ready for release in April 2021. This course will be advertised to all staff and uptake monitored over the coming year.

9.2 Council Directors agreed to extend training to a wider group of staff following an internal audit in order to increase opportunities for identifying and responding to incidents and reports. Presentations on modern slavery have been made to directorate management teams across the council, including the International Port. Staff from all directorates will carry out the e-learning course developed for Hampshire and IOW

9.3 Elected Council members have their own directory of training available to them and will be able to access the new Modern Slavery e-learning as well as safeguarding workshops. In addition to this the Local Government Association have a Councillor guide to tackling modern slavery that is available on their website [Councillor guide to tackling modern slavery \(local.gov.uk\)](https://www.local.gov.uk/councillor-guide-to-tackling-modern-slavery).

10. Auditing and evidence

10.1 The Council is committed to a programme of scrutiny and continuous improvement and has completed a detailed compliance audit during 2019/20. A follow up audit is planned for xxxx. Work arising from the risks identified, to be undertaken during the 12 month period to March 2022 include:

10.1.1 **Strategic Leadership** - finalising corporate performance indicators including numbers of staff and councillors completing training, % of council contracts audited for compliance, number of referrals from Portsmouth to National Referral Mechanism, as part of a new corporate health monitoring process. Identify director level 'champion' to drive continuous improvement and link to Social Value Strategy.

10.1.2 **Working with partners** - continue to work in active partnership with the Hampshire and Isle of Wight Modern Slavery Partnership to support a

consistent approach across the county. Support work to improve local data analysis and emergency planning procedures.

10.1.3 **Raising awareness** - continue to raise awareness of modern slavery by developing local communication campaign to compliment national Anti-Slavery Activity in October 2020.

10.1.4 **Develop and expand training** - commission universal awareness raising e-learning explaining the signs and impact of early childhood trauma, and exploitation on homeless people and vulnerable adults. Ensure increases in the number of non-social care staff accessing e-learning and/or face to face training on modern slavery.

10.1.5 **Procurement and supply chains** - undertake a minimum of two supply chain audits and develop a longer term audit framework for high risk contracts. Develop a procurement strategy linked with longer term work on social value.

10.1.6 **Policies and processes** - review whistle blowing and recruitment policies in relation to modern slavery and trafficking.

10.1.7 **Enforcement and disruption** - continue to deliver community safety responses and disruption activities, improve local data gathering, working alongside partner agencies such as the police, fire and health services.

Portsmouth City Council

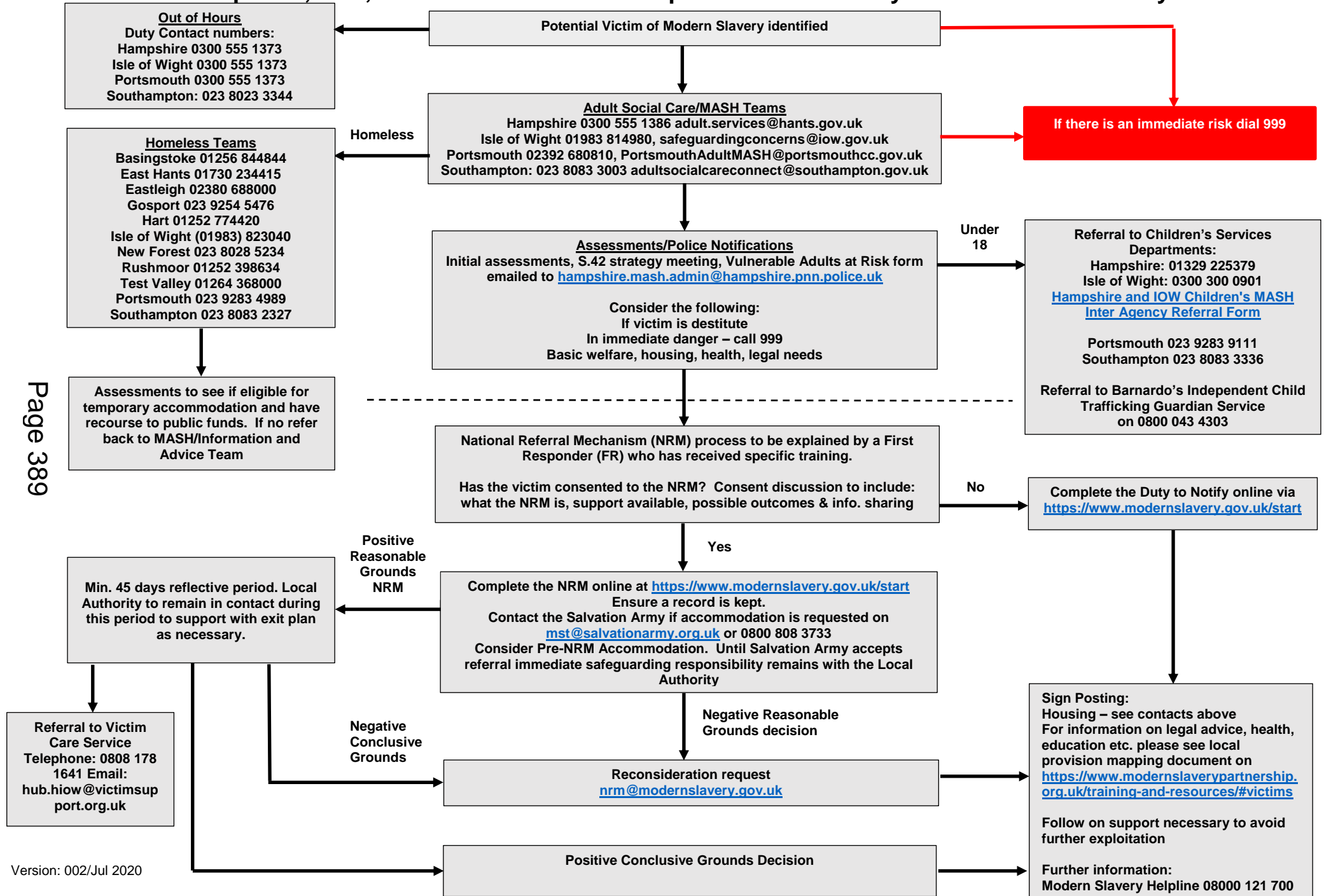
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Signature:

Gerald Vernon-Jackson, Leader

Date (date of signature?)

Hampshire, IOW, Portsmouth and Southampton Modern Slavery Adult Referral Pathway



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One Minute Guide to Modern Slavery

What is Modern Slavery? Modern Slavery covers Trafficking, Slavery, Servitude and Forced or Compulsory Labour. This can take place via many forms of control such as coercion, threats and violence all for a benefit to the exploiter such as through sexual services, begging or domestic servitude.

What is Trafficking? Trafficking additionally involves a movement element whether across borders or within a country and again can take many forms of exploitation such as sexual, criminal and financial. For child trafficking you do not need to prove how this is happening or the control element. So movement for exploitation = child trafficking.

What legislation covers this? The Modern Slavery Act of 2015 (MSA) The MSA brought into force the maximum custodial sentence for the most serious offences as life. Modern Slavery is listed as a category of abuse within the Care Act – 2014, child victims are safeguarded under s.47 of the Children's Act 1989.

How do I spot Modern Slavery?

Indicators of modern slavery and human trafficking are often not obvious and can be varied according to the exploitation type, some are given below:

Illegal entrant	No passport or ID	Limited social contact	Bonded by debt
Restriction on movement	Lack of access to medical care	Poor accommodation	Money deducted from salary for food or accommodation
Unexplained injuries	Dependent on others	Working in location likely to be involved in exploitation	Poor language skills/learning difficulties
Vulnerable person e.g. homeless, substance dependent	Being controlled by others	Threats of being handed over to the authorities	Unable or reluctant to give details to the authorities

Examples of some of the work locations/sites that victims are encountered have included nail bars, car washes, brothels, private dwellings, factories and building sites.

- The [Hampshire, IOW, Portsmouth and Southampton Modern Slavery Victim Pathway](#) will guide you through the initial process should a victim be identified or suspected.
- The legislation places a duty on specified public authorities including local authorities and Police to report potential victims to the National Crime Agency.
- The National Referral Mechanism (NRM)** is a framework for identifying victims of human trafficking or modern slavery and ensuring they receive the appropriate support. The NRM process should be explained by a First Responder (FR) who has received specific training and only FR's can complete the NRM form, a list of FR's can be found [here](#)

For Minors:

- Consent is NOT required to complete the NRM.
- Complete the NRM online <https://www.modernslavery.gov.uk/start>. Ensure a record is kept.
- Section 48 of the Modern Slavery Act requires a referral to the Independent Child Trafficking Guardian Service on 0800 043 4303 for child victims.

For Adults:

- Consent is required to complete the NRM. Consent discussion should include: what the NRM is, support available, possible outcomes & information sharing
- Complete the NRM online at <https://www.modernslavery.gov.uk/start>. Ensure a record is kept.
- The Salvation Army has the Government Victim Care Contract to provide adult victims accommodation and support, requested via mst@salvationarmy.org.uk or 0300 303 8151
- Consider Pre-NRM Accommodation. Adult victims can be accommodated under Adults at Risk section 42 Care Act 2015. Until the Salvation Army accepts referral immediate safeguarding responsibility remains with the Local Authority
- The Duty to Notify form should be completed if consent for the NRM is not given, this is also found online at <https://www.modernslavery.gov.uk/start>

- Practitioners should be alert to a potential perpetrator also being a victim such as within some county lines cases or cannabis cultivation. There is a **statutory defence** for victims under s.45 MSA who committed criminal offences as direct result of a trafficking situation. Adults – need to be compelled to commit offence. There are a number of offences exempt listed [here](#).
- Where the **age of a potential victim is uncertain** and there are reasons to believe that the person is a child, they should be presumed to be a child and receive immediate access to protection, support, accommodation and advice, as per section 51(2) of the MSA 2015. If the potential victim looks older than the age they claim to be, a request should be made to a suitably trained social worker for an age assessment.
- Ensure effective communication – including use of interpreters.

If you believe someone is in immediate danger you should call 999 for the police

If you suspect an individual is a victim of modern slavery, you have a responsibility to report this either to you line manager or directly to the local authority by contacting them on:

	Southampton	Isle of Wight	Hampshire	Portsmouth
Adults	02380 833 003 Adultsocialcareconnect@southampton.gov.uk	01983 814980 safeguardingconcerns@iow.gov.uk	0300 555 1386 adult.services@hants.gov.uk	023 9268 0810 PortsmouthAdultMASH@portsmouthcc.gov.uk
Children	023 8083 3336 MASH@southampton.gov.uk	0300 300 0901	01329 225379	023 9283 9111 email MASH@ secure.portsmouthcc.gov.uk
	Independent Child Trafficking Guardian Service 0800 043 4303 or trafficking.referrals@bypmk.cjsm.net			
Out of hours	02380 233 344	0300 555 1373 safeguardingconcerns@iow.gov.uk	0300 555 1373	Children: 0300 555 1373 Adults: PortsmouthAdultMASH@portsmouthcc.gov.uk

Where can I gain further information?

The [Multi-Agency Safeguarding Adults Policy and Guidance \(2020\)](#) has been recently launched by the four Local Safeguarding Adults Boards and includes a section on Modern Slavery

<https://www.gov.uk/government/collections/modern-slavery>

<https://www.gov.uk/government/publications/modern-slavery-training-resource-page/modern-slavery-training-resource-page>

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Executive

Service, function:

Strategy

Title of policy, service, function, project or strategy (new or old) :

Modern Slavery and Trafficking Statement

Type of policy, service, function, project or strategy:

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

What is the aim of your policy, service, function, project or strategy?

The Modern Slavery Act 2015 (MSA 2015) applies to England and Wales and includes the offences of human trafficking and slavery, servitude and forced or compulsory labour. The Act establishes a legal duty under Section 52 for specified public authorities to notify the Home Office where there is reasonable grounds to believe a person may be a victim of modern slavery. Section 54 of the MSA

2015 requires commercial organisations carrying out business in the UK, with a turnover of at least £36 million, to prepare and publish a slavery and human trafficking statement for each and every financial year. The Act is however, subject to an independent review in 2019 and the interim report has recommended that all public sector organisations with a surplus turnover of £36m should be included in the Act.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

No consultation has been carried out

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The aim of this statement is to demonstrate the council's commitment to identifying, and eliminating moderns slavery, human trafficking and forced labour in all its operations and supply chains and to set out a programme of improvement.

How will you measure/check the impact of your proposal?

A standing steering group has been established to monitor implementation locally. Portsmouth is an active member of the Hampshire and IOW Modern Slavery Partnership and is supporting the development of measures to monitor the extent of modern slavery in the city and the council's response.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It is hoped that identifying victims of modern slavery and providing appropriate support will improve their mental and physical health, and quality of life.

How are you going to measure/check the impact of your proposal?

As in A1 above - and via Portsmouth Adult and Children's safeguarding boards

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Most victims of modern slavery and trafficking are likely to be vulnerable for example, young people used to run drugs, immigrant workers, people with complex needs (often mental health and substance misuse) or rough sleepers. Providing support to escape exploitative relationships should allow them to get other legitimate work, improving their income.

How are you going to measure/check the impact of your proposal?

As above in A1 and via safeguarding boards

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Anticipate a positive impact in the long term. Often victims of modern slavery and trafficking are from minority ethnic backgrounds - although the majority - as far as we know - are from the UK. The Modern Slavery and Exploitation helpline's Annual Assessment for 2019 identifies the top 10 nationalities of potential victims - in order - from 1-10 - Romania, China, England, Albania, Thailand, Poland, Hungary, Ukraine, Brazil and Vietnam.

How are you going to measure/check the impact of your proposal?

Work with police and council colleagues to improve information about local prevalence and victim characteristics. Currently we do not have Portsmouth specific data from police.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

☐☒

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

☐☒

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

☐☒

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

☐☒

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

it is important for residents to know that Portsmouth City Council and it's multi-agency safeguarding boards are fully engaged in tackling modern slavery and trafficking wherever it is identified in the city. This will improve the reputation of the city and make it a place people want to move to and live in.

How are you going to measure/check the impact of your proposal?

Biennial Community Safety Survey - results for the 2020 survey will be published soon on the Safer Portsmouth Partnership website.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Although the prevalence of this hidden crime is not known, there is an economic benefit to each individual supported out of slavery. Moving victims into legitimate employment will advance their skills and personal development. This could also provide an overall economic benefit to the city and help to prevent others from being removed from the labour market and into slavery.

How are you going to measure/check the impact of your proposal?

TBC

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Portsmouth City Council will work with businesses to tackling modern slavery and trafficking wherever it is identified in the city. This will improve the reputation of the city and make it a place business want to invest.

How are you going to measure/check the impact of your proposal?
TBC

Q8 - Who was involved in the Integrated impact assessment?

Lisa Wills, Paddy May, Tristan Thorn

This IIA has been approved by:

Contact number:

Date: