



NOTICE OF MEETING

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

TUESDAY 22 MARCH 2022 AT 4PM

**THE EXECUTIVE MEETING ROOM, THIRD FLOOR, THE GUILDHALL,
PORTSMOUTH**

Telephone enquiries to Democratic Services 023 9283 4060

Email: democratic@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

Information with regard to public access due to Covid precautions

- Following the government announcement 'Living with COVID-19' made on 21 February, attendees will still be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting until the end of March (This guidance will be updated at that point). Around one in three people who are infected with COVID-19 have no symptoms so could be spreading the virus without knowing it. Asymptomatic testing – getting tested when you don't have symptoms - helps protect people most at risk by helping to drive down transmission rates.
- We strongly recommend that attendees should be double vaccinated and have received a booster.
- If symptomatic we encourage you not to attend the meeting but to stay at home, avoid contact with other people and to take a PCR test in line with current UKHSA advice.
- We encourage all attendees to wear a face covering while moving around crowded areas of the Guildhall.
- Although not a legal requirement, attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that also protects us from other winter viruses.
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

Membership

Councillor Lee Mason (Chair)
Councillor Matthew Atkins
Councillor Stuart Brown

Councillor Hannah Brent (nee Hockaday)
Councillor Charlotte Gerada
Councillor Leo Madden

Standing Deputies

Councillor Simon Bosher
Councillor Ryan Brent
Councillor Graham Heaney
Councillor Ian Holder

Councillor Lee Hunt
Councillor Benedict Swann
Councillor Rob Wood

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

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

A G E N D A

- 1 Apologies for Absence.**
- 2 Declarations of Members' Interests**
- 3 Minutes of the Previous Meeting. (Pages 7 - 26)**
RECOMMENDED that the minutes of the meeting held on 1 February 2022 be agreed as a correct record.
- 4 Review into the accessibility of the transport network. (Pages 27 - 58)**
RECOMMENDED that the review into the accessibility of the transport network report be signed off.
- 5 Review into the enhancement of biodiversity in urban Portsmouth (Pages 59 - 74)**
RECOMMENDED that the review into the enhancement of biodiversity in urban Portsmouth be signed off.

The report will follow.

Coronavirus Risk Assessment for the Executive Meeting Room, Guildhall

Date: 25 February 2022 (based on Living with Covid - February 2022)

Review date: 31 March 2022

Author: Lynda Martin, Corporate Health and Safety Manager, Portsmouth City Council

Coronavirus Risk Assessment for the Executive Meeting Room, Guildhall

Manager's Name and Job Title completing Risk Assessment:	Lynda Martin Corporate Health and Safety Manager	Risk Assessment Dept:	Corporate Services	Date:	25 February 2022	Signature:	<i>Lynda Martin</i>
		Location:	Executive Meeting Room, Guildhall				

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Risk of exposure to Covid-19 virus - Ventilation	Staff, contractors and attendees	<ul style="list-style-type: none"> There are no capacity limits for the Executive Meeting Room. Face coverings are advised to be worn in busy and crowded places and should only be removed when addressing the meeting. <p>The actions to maximise ventilation in the Executive Meeting Room remain in place:</p> <ul style="list-style-type: none"> All windows should be opened, with the blinds fully drawn back. 3 x pedestal fans positioned along the internal wall, set to modulate on full speed. 	Staff will ensure windows are open and fans switched on.	In place
Risk of transmission of virus - Risk mitigation	Staff, contractors and attendees	<p>The Guildhall has the following measures in place:</p> <ul style="list-style-type: none"> Face Coverings – as per government guidance, we encourage you to continue to wear a face covering whilst in the venue & crowded places especially when walking around the building. <p>Enhanced Sanitisation & Cleaning – we will carry out enhanced cleaning procedures between meetings and we ask that you sanitise your hands on entry and regularly throughout your visit at the sanitisation points provided.</p>	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Risk of transmission of virus - Hygiene and prevention		<ul style="list-style-type: none"> Although not a legal requirement attendees are strongly encouraged to keep a social distance and take opportunities to prevent the spread of infection by following the 'hands, face, space' and 'catch it, kill it, bin it' advice that also protects us from other winter viruses. Wash hands for 20 seconds using soap and water or hand sanitiser. Maintain good hygiene particularly when entering or leaving. Hand sanitiser and wipes will be located in the meeting room. No refreshments will be provided. Attendees should bring their own water bottles/drinks. All attendees should bring and use their own pens/stationery. Attendees are requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting (requirement in place until the end of March 2022.) It is recommended that attendees should be double vaccinated and have received a booster. 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health. Technology in place to move to virtual council meeting if required and permitted by legislation. 	Financial commitments minimised wherever possible.	In place

Updates	<ul style="list-style-type: none"> This risk assessment is a live document and will be updated as new information becomes available. All managers should feel free to adapt the measures contained within this risk assessment when assessing the risks for their own department's work activities/ premises.
Further information	<ul style="list-style-type: none"> Further government information on support during the coronavirus pandemic can be found here

- HSE guidance, on working safely during the coronavirus pandemic can be found [here](#)
- Staff wellbeing advice during the coronavirus pandemic can be found [here](#)

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Agenda Item 3

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

Minutes of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Tuesday 1 February 2022 at 3.30pm at the Guildhall in Portsmouth.

Present

Councillor Lee Mason (in the Chair)
Matthew Atkins
Stuart Brown
Charlotte Gerada
Leo Madden

- 46. Apologies for Absence. (AI 1)**
Councillor Hannah Brent sent her apologies.
- 47. Declarations of Members' Interests (AI 2)**
No interests were declared.
- 48. Minutes of the Previous Meeting. (AI 3)**
RESOLVED that the minutes of the meeting held on 1 February be agreed as a correct record.
- 49. Review into improving biodiversity in urban Portsmouth. (AI 4)**
Councillor Kimberley, Cabinet Member for Climate Change & the Green Recovery explained that:

Her role is different from other portfolios as it is more strategic which means that she is involved with other Cabinet Members' areas to discuss what they can do in terms of dealing with climate change and the green recovery. She finds this very interesting and helpful.

Although there is no budget for this portfolio, pots of funding pots are available.

When she took on this role, economic development and land use had changed and led to a decline in biodiversity. However, this situation has already improved with all the planting and initiatives that have been carried out since including:

- The planting of greenery and trees along the travel corridor in Southampton Road
- The development of an interactive green assets map
- Wildflower meadow planting
- The trialling of the first bio-retention facility (a rain garden) which is very low maintenance and attractive.

An update report on the Greening Strategy is coming to her portfolio meeting on 9 February and explains the council's clear ambition to improve the urban environment. One key target is increasing tree canopy cover by 400/500 per

year for the next 25 years. Last year 1,600 trees were planted and even more should be planted this year. The strategy will be aligned with the emerging provision set out in the Environment Act 2021 and other relevant strategies including the Health & Wellbeing Plan 2020-2023 and the Portsmouth Local Plan (consultation will be carried out regarding regulation 18).

It is important that greening take place across the city, particularly in areas of high deprivation with not much green spaces. Health and the improving the environment go hand in hand.

She is open to suggestions on greening projects from residents and groups and acknowledged that the council can always do a bit better around community engagement. She has been speaking to Portsmouth Friends of the Earth and Portsmouth Climate Action Board to get an outside view.

Locations for planters are being sought in many areas including Eastney, Charles Dickens, Nelson and Fratton.

Biodiversity loss could be as harmful to our planet as climate change. She supports the Hampshire & Isle of Wight Wildlife Trust's suggestion that the council declare a Nature Emergency. The declaration of a Climate Emergency has had a very positive effect in terms of starting discussions across directorates and targets being set.

In response to questions from members, she explained that:

There is no one big thing that the council could do that would make a difference; there are many small actions that would add up to make a significant difference.

The declaration of the Climate Emergency has triggered many important actions including the carbon audit and the carbon budget.

Increasing tree canopy cover across the whole city is very important.

If she were to have a wish list, having more officer time across all the departments and more funding would be high on it. She would also like more rain gardens and parklets.

An interactive map showing all the green infrastructure in the city is being developed.

The council will continue to lobby government explaining why Portsmouth must be treated differently because it has a high population density coupled with a high rate of long-term health conditions, poverty and deprivation so close working with public health is very important.

There are one or two officers in each department that she tends to approach in the first instance.

The process for responding to requests to green areas from community groups needs to be improved so that it is consistent regardless of which department owns the land.

Work has been done to ensure that the Local Plan has a strong policy regarding greening and health.

Anyone with an idea for a green project can apply for money from the Greening Funding pot.

Actions

The following information will be sent to the panel:

- Information on how the council can help community groups with greening projects.
- The eligibility criteria for the Greening Funding pot.

Tipner West

Megan Carter, Senior Regeneration Manager explained that this is an environmentally protected area with important intertidal and shore habitats. Any planning applications for development would have to show proof that there would be a 10% net gain for wildlife onsite and compensation land would be provided elsewhere.

In response to questions, she explained that:

If the area were to be developed, it would be very difficult to increase the biodiversity of the area by 10%. DEFRA and Natural England would assess the council's plans to ensure that the proposed measures would be effective.

Post meeting note: There is a well-established technical methodology and valuation process, known as the 'DEFRA Metric', now on version 3.0. This is consistent between all developments applying the metric and is in widespread use as a 'standard' assessment method. This would be assessed by the ecological consultees through a planning submission.

There are numerous opportunities for a new development to encourage wildlife including installing bee towers.

Post meeting note: The project will incorporate location-specific ecological objectives that address features within and surrounding the current site, but also offers opportunities to encourage new species and create new niches within the site.

Habitats within the site can be carefully zoned and managed for compatibility with use by people, ensuring that conflicts (which are currently widespread around Portsmouth and the Solent, notably dogs off leads and coastal birds) are managed out at the design stage so people and nature can better co-exist.

The large-scale opportunities for the creation of compensation land could be amazing. Investigations have been carried out to assess the feasibility of

building a new intertidal island in the north of Portsmouth harbour. Undisturbed land like this would be very beneficial to wildlife *and provide a habitat that has long been lost from Portsmouth Harbour, is in high demand by the bird species present and could be managed in the face of further climate change losses of this within-harbour habitat (post meeting note).*

The new Horsea Island Country Park that is being developed also presents a very good opportunity to encourage wildlife to the area and *represents a newer, developing area of habitat that can target the provision of more diverse habitats locally (post meeting note).*

The intertidal mud area that is so important to wildlife will be lost to rising sea levels if no action is taken *and new flood defences to protect the existing land mass and wider area are installed (post meeting note).*

There are ecologists in the team that push developers to do the best they can for wildlife.

All the above measures will mostly benefit not just from their creation or establishment, but by being brought into planned and funded management over the long term with specific, measurable biodiversity objectives, in a way that many local habitats would only have such objectives as informal or less targeted or committed objectives. This kind of management is essential to the long-term success of any biodiversity outcomes. This needs to recognise that the current management of the wider development site does not deliver this; the nature benefits of the site are residual/incidental; the development would bring this into a formal objective approach (post meeting note).

The Environment Act is helpful, and the council will ensure that its emerging policies and Supplementary Planning Documents take this into account. To a certain extent, we are playing catch up as this is the first Local Plan for seven years.

The council does a lot to improve its existing assets. *A balance here between noting that PCC does its best, but that the current biodiversity within the site is apparently incidental, rather than planned land use management for biodiversity in any significant sense. The development would have a much stronger focus on management for biodiversity outcomes, following construction phase disruption (post meeting note).*

Councillor Barrett added that they are pushing the planning department to influence developers and tell them the high standards that the council expects.

In response to questions, Tristan Samuels, Director for Regeneration added that the area created in compensation would be located between the harbour and Chichester. Arun is the furthest point we are currently surveying.

The Chief Executive has overall responsibility for the council's response to climate change because it is not the responsibility of just one directorate; all of them do their bit. The directorates have different priorities.

When the Private Finance Initiative contract was set up with Colas 17 years ago, the Key Performance Indicators focussed on roads. The parks service's priority was that green spaces were safe for people to enjoy. A cultural change is happening to bring the focus to encouraging wildlife but it will take time. This is not for the want of trying. This is a priority for directors but one of many.

Action

The estimated costs for the creation of an island in Portsmouth harbour will be sent to the panel.

Portsmouth Hill.

The Portsmouth Hill Management Plan non SSSI 2022-2026 and the Portsmouth Hill SSSI Plan 2021-25 were published with the agenda.

Richard Jones, Countryside Officer explained that he is responsible the management of Portsmouth Site of Special Scientific Interest (SSI), which is around 55 ha (the size of 70 football pitches) and extends from east of Fort Widley to west of Fort Southwick. The aim is to maintain a continuous sheet of flower-rich grassland with a mix of scrub and other habitats in a mosaic. He shares the maintenance of a similar area of adjacent open space land with the Parks Grounds Maintenance Team. His management emphasis on this land is conservation management whilst parks colleagues attend to amenity issues.

A wildlife survey written in the 1970s described the area as having a rich insect and plant life, but it was a shattered relic compared to how it was a generation before. The site was then abandoned to misuse and invasive scrub encroachment before restoration began in the 1990s. Recent surveys show the site is recovering well.

Portsmouth is good example of species-rich chalk grassland. It is a much-diminished habitat, very rich in biodiversity. It is an important habitat for pollinators and a great variety of plants which in turn are essential food plants for the larval stage of numerous insects, allowing many species to complete their life cycle.

The non-SSSI land contains former agricultural fields, amenity grasslands and chalk pits areas which are managed to complement the habitats on the SSSI as well as generic open space for people to enjoy. Habitat management to sites along the hill is important as they provide vital connectivity for biodiversity along the hill. Mowing regimes have been changed to cut and clear or haymaking on many areas that were formerly under amenity mowing, a process that began in the late 1990s. Grazing is used to restore a former arable site to species rich grassland.

Seeds and green hay from the flower rich SSSI have been transferred to land undergoing restoration to encourage the reversion to a desirable habitat with locally adapted plants. Trees and shrubs have been translocated from elsewhere on Portsmouth to establish hedges and tree seeds sown to facilitate natural scrub and woodland regeneration.

Portsdown is an urban fringe site with associated problems including, littering, fly-tipping and anti-social behaviour. Legitimate public usage is factored into the management. Attending to this is a drain on efforts to conserve the site.

Surveys show the hill is a biodiversity hotspot and compares well with similar sites, for example the National Nature reserves in the Meon Valley and adds to the offer of Portsmouth.

In response to questions, he added that:

He engages with other agencies including Fareham Borough Council and the County Council and the Biodiversity Officer at Portsmouth Water about the managing adjacent land on Portsdown with a coordinated wildlife-sympathetic approach. Having an overarching plan for all the land including what is outside the Portsmouth boundary would have some mileage.

There is a healthy number of volunteers involved on this site, around 6,000 hrs of volunteers time a year. They are getting older, and it may be useful to encourage young people to join in. However, the number you can have working on tasks is limited to space, tools and the activity.

It should be a default that all land is managed for biodiversity and climate change mitigation unless there is a good reason for not doing so. It is important that the soil conditions on both the land and the adjacent areas are understood to provide an ecological overview of the whole area. There is good advice and case studies available but the use of site-specific management options is necessary for the best outcome.

The Top Field at Portsdown Hill is a former arable site that is managed for conservation and public access. The soil is unproductive, thin and chalky and was chalk grassland in the 1960s. In 2010 when it was returned to the council's management, the soil conditions were evaluated, and it was found to be suitable for establishing species-rich grassland. Thus, it was eligible for Environmental Stewardship funding. Green hay and seeds from local plants were introduced, hedges and companion scrub blocks were planted in the same way. Owls, stonechats and skylarks occupy or use the site. Currently nine cattle graze the area a few weeks a year.

The blocks of scrubs provide diverse habitats. Hedges were planted along two sides that border the busy roads. The public open space does not need as much management. The wildlife complements the wildlife in adjacent sites. It would be very helpful if this approach could be incorporated into the council's policies.

(Post meeting note: If biodiversity is to be increased, it would be helpful to record the presence and abundance of at least some species and store the data on publicly viewable platform along with changes to show the work is effective. Surveying and recording should form part of the process of enriching biodiversity).

Changing management may not be popular with all. For example, long grass in areas that have been mown short for years can be interpreted as neglect and attract complaints as well as wildlife.

Utility firms and other agencies regularly approach with a requirement to maintain or install new infrastructure on Portsdown. These can threaten habitats or with suitable mitigation possibly improve the situation, provided suitable advice is given and heeded.

Farlington Marshes.

Chris Lycett, Reserves Officer, Hampshire & Isle of Wight Wildlife Trust (the Trust) explained that Farlington Marshes (FM) is a peninsular of reclaimed land of approximately 120 hectares in the Northwest of Langstone Harbour. It is quite a rare site for coastal grazing.

It is the most important of the three hubs in the area for overwintering wildfowl and waders. Most birds come to Farlington Marshes to roost undisturbed and forage. Many birds move around the three hubs during the day but all of them come to FM at some point.

There are approximately 5,000 brent geese in Langstone Harbour with 2,000-3,000 on FM just after Christmas.

Although lapwings, avocets and redshanks numbers have declined nationally, FM is a stronghold locally and has the largest number of lapwings chicks in the Solent.

People enjoy visiting the site and that connection through nature is important.

In response to questions, he explained that:

He is part of a small team that manages ten sites in the Solent area. The management of FM is the most intensive as it is a complex site. The nesting sites are protected from ravens and buzzards between late February and June. The main form of management is grazing with 140 cows grazing in mid-summer so that the grass is the optimal length for the brent geese to eat.

Volunteers are mostly the active retired people, so they are trying to recruit younger people.

The birds use a vast array of sites in the harbour, but FM is the key hub as it is the biggest and undisturbed. The brent geese also use the football pitches on Eastern Road which is ideal for them with the open ground and short grass.

Shrub control is ongoing. These are useful for attracting wildlife but must be cut on rotation.

Milton Common and Eastney Beach

The Milton Common management plan and the Milton Common restoration & management framework were published with the agenda.

Peter Roberts, Countryside Officer explained that he is responsible for other sites dotted around the city; a mosaic of habitats: dry land, shingle beach, plus fresh and saltwater areas all on the fringe of urban life. Public safety is the highest priority and many paths have been put in over the last few years.

It is just him and his team of volunteers; the Parks Service has an input but this tends to be limited to amenity areas and access issues. His budget is very limited.

In response to questions, he explained that:

Although having more paths encourages visitors to keep away from vulnerable habitat, education is key.

The sites do suffer from some youth interference.

All the sites around the city would work better if they were linked up to form corridors rather than islands. More could be done to involve private landowners with this.

Engagement with local community groups who would like to plant in an area would be best controlled by a central body liaising with the Countryside Officers. This would ensure that the impact of the proposed projects on existing green sites is understood. Their local knowledge about the flora and fauna could help ensure mistakes are not made. They were not consulted before the trees were planted on Horsea Island which were sourced from Holland rather than local nurseries. *(Post meeting note: they were asked for input about the planting at Horsea Island at the time but were told that no one in the UK could supply the quantity required).* These could have been infected by Dutch Elm disease.

(Post meeting note: Dutch Elm is not the best example as it is already endemic in the country. Please note that the importation of any living plants brings with it the chance to introduce plant diseases which could have a detrimental effect on native species).

Generally, it is better to carry out natural regeneration of plants rather than bring in seeds. The local ecosystem is already adapted to them, and they fit into the food chain.

He feels that they work under the radar and what they do is not flashy.

Action

A list of appropriate plants that should be included in wildflower seed mixes used locally will be sent to the panel.

Lakeside North Harbour

The Lakeside North Harbour (LNH) Phase 1 Ecological Survey and the LNH Wildlife Walks Pocket Map were published with the agenda.

Simon Bateman, Lakeside Asset Manager explained that the site was bought by the council in July 2019 and is an office campus with a hotel and car showroom. There are currently 55 companies leasing office space. The site is designated in the draft Local Plan for employment and potentially, where that is shown to be no longer viable, residential development. It incorporates four acres of land ready for development. It is an asset that creates an income for the council rather than a site for biodiversity. Its USP is that it is good for wellness and community. Its Corporate Social Responsibilities/ Environmental, Social & Governance credentials are important for attracting companies.

The ecological report stated that the site is a mixture of buildings, hardstanding, lake, semi-improved grassland, woodland, scrub, hedgerow and ditches with limited potential for species. The reality is that there is very little wildlife on site mainly rabbits, bees (in ten hives) and geese. There are plans to put in a wildflower meadow, log piles, slatted compost areas, bird and bat boxes, insect hotels and more trees.

The border of the north carpark has hedgerows.

To the East, part of the development site has been bought by Guy Salmon to redevelop for a Land Rover dealership. In mitigation, 4.7 acres at the west end of the site is to be protected nature space, currently grass and scrub, is to be seeded with pale flax, managed and cut once a year.

The lake covers 19 acres and is fed by canals. An Archimedes screw pulls water to the ornamental lake on the north of the site. It is used for irrigation. The Portsmouth & District Angling Society manages the main lake, regularly monitoring salinity levels and fish stock. It is looking to introduce lilies, reeds and underwater cover that the fish can use as refuges.

LNH is a Corporate Member of the Wildlife Trust.

These are some of the many initiatives that are organised:

- Walks in Spring and Autumn.
- Ten beehives which produce 110 pots of honey per year.
- The green waste is mostly composted.
- Signs will be introduced along the nature path informing people what animals they might see on their walk.
- Outdoor gym equipment.
- Vines to be planted in the Winter Garden - a south facing outside area surrounded on 3 sides by buildings.
- Green days where the tenants can join the landscape team in outside projects.
- They took part in the RSPB great big January birdwatch.
- Hedgehog hotels will be set up soon with two provided by the Eastleigh Menshed Group.
- There will be tree planting to mark the Queens Green Canopy Jubilee celebrations in March.
- Presentations by the beekeeper in the schools' half term.

- The landscape contractors, Nurture, to give talks.
- The planting of a wildflower meadow on the Hillside scrubland with walks in May or June where occupiers can learn about the flora and fauna.
- Consideration is being given to applying for the Green Apple, Green Flag and Biodiversity Awards.

He reminded the panel that this is primarily an office campus which provides an income stream for the council and biodiversity is not a priority.

In response to questions from the panel, he explained that

Many initiatives were in place before the council bought the site.

Campuses with blue and green space are in high demand by occupiers.

The day-to-day management is outsourced to Avison Young which has been commissioned to raise the profile of this campus. Nurture is the landscape contractors. It is the biggest single owned campus on the south coast.

It is not part of the public realm so linking it to green sites in the city would be difficult. It needs to be run separately.

Tristan Samuels, Director of Regeneration added that the management of LNH would comply with the council's policies for all Council land. This would not cause a problem as it is already of a high standard that would be an example for others. It is grade A office space. The Civic Offices and Housing Offices are different commercial sites and are in different conditions. It is important that the council works all of its assets wherever possible.

In response to further questions, Mr Bateman explained that this is primarily a development site. The ecological report outlines what species could be introduced but that we are not necessarily looking to do that. The canals are considered too shallow and narrow for otters.

The security of the site is an essential consideration for the occupiers and the gates are locked at night. They are mindful of possible access issues with the travelling community. It is opened for park runs and the Victorious Festival etc.

Action

He agreed to look into access for pedestrians from the footpaths where this had been limited by fencing during construction.

In the discussion that followed, members noted that as the site is owned by the council, its management would align to its priorities. The council has declared a climate emergency and is looking at ways to act to mitigate the effects across all its estates.

Biodiversity Enhancements of Flood Defence Work in the North and South of the City.

Guy Mason, Coastal, Highways & Drainage Team Manager and Lyall Cairns, Head of Coastal Partnership explained that:

The Environment Agency is funding the defence work and it is incumbent upon the council to embed biodiversity improvement work in the business plans when submitting funding applications. It is definitely not an add on. There are many aspects to this including tree replacement on a 4:1 basis, saltmarsh replanting, creating more than 60 tidepools at Southsea and North Portsea and the creation of a bird island in Langstone Harbour Harbour.

Although Southsea is not environmentally protected, it is still incumbent on us to minimise the impact of the works. There is a zero to waste target and 10,000s of lorry movements are saved.

There is tension regarding the need to control public access, especially when trying to combine increased public amenity and environmental improvements. They are working with PR to ensure they get it right when undertaking this work.

Opportunities to create wildlife corridors across the Solent are considered.

A handout showing the enhancements in the flood defence schemes that support the environment and benefit the local community was circulated to the panel and are attached to these minutes as an appendix.

They are confident in being able to deliver the best scheme in not only Portsmouth but Gosport, Fareham and soon Chichester.

This shows you can deliver an environmentally sound project of any size.

Textured Ecoformliner seawalls create habitat on the face of the seawall and is funded by the Environment Agency and the Regional Flood and Coastal Committee.

In response to questions from the panel, the following points were clarified:

Bee posts are being integrated into the landscape and experts are consulted to ensure that the appropriate maintenance regime is in place.

It is important to note that enhancement of the public realm is a cost met by the Capital Budget but most ongoing maintenance is revenue cost.

Environmental improvements elsewhere have been carried out including putting in drainage along the football pitches.

The feedback from residents has been very positive with 30,000 people on social media saying the works were fantastic.

The meeting concluded at Time Not Specified.

Councillor Lee Mason
Chair

Portsmouth - A City Of Biodiversity

Flood defence schemes protect homes and people.
In Portsmouth they also incorporate ground-breaking solutions that support the environment and benefit the local community.

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Coastal
Partners



Portsmouth
CITY COUNCIL

Ecoformliner

Textured 'Ecoformliner' sea walls create opportunities for marine animals and plants to flourish.



Saltmarsh

Saltmarsh restoration in Tipner Lake using innovative 'BESE' grids.



Tidal Pools

'Tidal pools' have enabled flora and fauna to colonise on what would otherwise be an ecologically barren structure.



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Wildflowers and Trees

Planting native trees and wildflowers have created wildlife corridors in an urban environment.



Birds and Bees

To support endangered birds whilst adapting to climate change, we are developing designs for a bird island within Langstone Harbour as part of our North Portsea Island Coastal defence works.

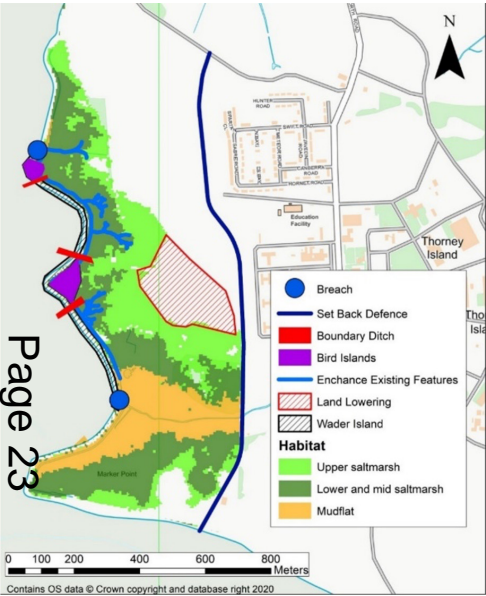
Bee posts are being integrated into the landscape to further enhance the natural environment.



Environmental Initiatives Solent Wide

Coastal Partners are co-ordinating a Regional Habitat Compensation Programme alongside the Environment Agency to create new intertidal habitats.

Across the region 17 potential sites have been identified



Marker Point, Thorney Island



Hurst Spit to Lymington, New Forest



Hook Lake, Warsash



Southmoor, Havant

The creation of saltmarsh usually leads to the loss of coastal grazing marsh. Therefore, we also need to find additional coastal grazing marsh as a result.

SMP Habitat Group	Cumulative Habitat Balance (Ha)		
	Epoch 1 (2005 - 2025)	Epoch 2 (2026 - 2055)	Epoch 3 (2056 - 2105)
Intertidal Mudflats	43	75	-32
Saltmarsh	-20	-208	-392
Coastal Grazing Marsh	69	69	69
Freshwater Habitats	17	17	17
Saline Lagoons	0	0	0

A Collaborative Environmental Approach

STACK BENEFITS	BLEND FUNDING
Create new intertidal habitats	To deliver RHCP* targets
Reduce disturbance to birds	Bird Aware Solent initiatives
Deliver nitrate mitigation schemes	PfSH* nutrient neutrality
Improve water quality	Working with infrastructure
Carbon sequestration	Through carbon codes
Other environmental enhancements	Through FCERM* delivery & wildlife groups

*RHCP – Regional Habitat Compensation Programme / PfSH – Partnership for South Hampshire / FCERM – Flood and Coastal Erosion Risk Management

Together, we can deliver something greater than the sum of its parts



Information regarding bee posts from Coastal Partners.

When investigating various options for bee posts a few years ago, a number of experts in the field were contacted:

- Buglife
- Bumblebee Conservation Trust
- Sussex Uni – Experts in this area

They highlighted that large hotels are sometimes criticised for attracting parasites, but the jury is out on that, which is why we will carry out checks on the bee posts to spot if it is a problem. If it is we would then need to ensure the tunnels are adequately cleared out, but the bees should naturally do this themselves.

They all highlighted that we need to get a mix of food (nectar from a mix of sources) and nesting habitat.

Food Source

We have the planted large areas of wildflower meadows which is fantastic. However, as I have highlighted before needs to be adequately maintained so they do not lose their biodiversity value. If an area of wildflower meadow is not adequately maintained it will lose the mix of flower species and a few species will end up dominating the meadow, this will reduce the suitability of the habitat for all pollinators which will make all the work we have done on increasing the habitat null and void which would be such a waste. Therefore, this maintenance needs to be adequately funded to ensure it is both carried out and in the appropriate way, so that we can keep a good mix of plant species and the diversity of these meadows remains high. Coastal Partners have recently carried out a survey on the meadows which showed that there is already a biodiversity decline due possibly both lack of and inappropriate management in some meadows that are only 5 years old.

Nesting habitat

Then from a nesting point of view we have the bee posts, we are also creating bee banks which will need areas of bare ground to be maintained in future, these are good for ground nesting bees. We will also be having less managed areas such as long grass and patches of scrub will provide more useful habitat features – especially for nesting bumblebees and overwintering insects.

I hope this give you reassurance that we have consider all aspects of these enhancements

Information

Insects are pollinators of 80% of all plant species in Europe, including most fruits, many vegetables and some biofuel crops. The economic value of pollination services in the UK is uncertain due to the small number of existing studies. Current estimates of the economic value of pollinator services are in the order of hundreds of £millions, however these estimates rely heavily on incomplete scientific information linking pollinator services and productivity impacts. Economic impacts may vary according to geographical, climatic conditions, the intensity of land use etc. Pollinators also provide wider functions in maintaining our natural ecosystems and have a cultural and social value which needs to be recognised. Further evidence is required to improve

economic estimates, including to capture the value of marginal changes in pollination services.

National Pollinator strategy

The UK Governments vision is to see pollinators thrive, so they can carry out their essential service to people of pollinating flowers and crops, while providing other benefits for our native plants, the wider environment, food production and all of us. Ensuring good practice to help pollinators through initiatives with a wide range of organisations and professional networks including managers of public and amenity spaces, utility and transport companies, brownfield site managers, local authorities, developers and planners.

Wildflower meadows Flower-rich habitats, such as meadows, are crucial to supporting pollinators by providing good sources of nectar and pollen throughout the summer and also shelter and nest sites. Conserving our remaining flower rich habitats directly supports pollinators and brings other benefits including protecting threatened plant populations and the wildlife that depends on such habitats. We will work with Plantlife and others to raise the profile of initiatives already underway to conserve and create good quality wildflower meadows.



Portsmouth
CITY COUNCIL

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY
SCRUTINY PANEL

**A REVIEW INTO THE ACCESSIBILITY OF THE
TRANSPORT NETWORK**

Date published: 22 March 2022

Under the terms of the Council's Constitution, reports prepared by a Scrutiny Panel should be considered formally by the Cabinet or the relevant Cabinet Member within a period of eight weeks, as required by Rule 11(a) of the Policy & Review Procedure Rules.

PREFACE

This review has been long in the production and has been overseen by many councillors having originally started in 2019. Whilst the world in which we live in has changed substantially, the importance of accessibility of transport remains strong. It effects the ability to travel to work, access to medical appointments, shopping for essentials and is very important for mental wellbeing to socialise and enjoy leisure provision across the city.

During this review, I have tried to do my own research having made use of buses across the city and not least to access hospital and remote areas, to use the various ticket types, singles, returns, day and night riders and have tried the different bus companies' apps with various degrees of success. I have spent time at stops witnessing the process and equipment for wheelchair and pram access onto services.

I am very grateful to my committee for being willing to come back to meetings in person to get through the workload that has built up and especially to Jane Di Dino our democracy support officer who has joined with us and worked remarkable hard to keep to our hectic schedule and has really gone above and beyond to ensure this review was completed prior to Purdah. There have been many officers who have worked hard to support us, but I'd like to particularly thank Felicity Tidbury, Transport Manager who has supported this review from the very start and also Pam Turton, Assistant Director for Regeneration who has backed us and helped ensure the review progressed.

I'm delighted to recommend this report to Cabinet.

.....

Councillor Lee Mason

Chair, Traffic, Environment & Community Safety Scrutiny Panel.

Date: 22 March 2022

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1. Purpose.

The purpose of this report is to present the Cabinet with the recommendations of the Traffic, Environment & Community Safety Scrutiny Panel following its review into the accessibility of the transport network.

2. Background.

2.1 This review was undertaken by the Traffic, Environment & Community Safety Scrutiny Panel, which comprised:

The panel was active between October 2019 and February 2020 and from November 2021 and comprised:

October 2019

Councillor Simon Boshier (Chair)
Councillor Judith Smyth (Vice-Chair)
Councillor Chris Attwell
Councillor Jo Hooper
Councillor Hugh Mason
Councillor Robert New

Standing Deputies

Councillor Matthew Atkins
Councillor Benedict Swann
Councillor Steve Wemyss

February 2020

Councillor Simon Boshier (Chair)
Councillor Judith Smyth (Vice-Chair)
Councillor Chris Attwell
Councillor Jo Hooper
Councillor Hugh Mason
Councillor Robert New

Standing Deputies

Councillor Matthew Atkins
Councillor Graham Heaney
Councillor Leo Madden
Councillor Benedict Swann
Councillor Steve Wemyss

November 2021

Councillor Lee Mason (Chair)
Councillor Matthew Atkins
Councillor Stuart Brown
Councillor Charlotte Gerada
Councillor Jo Hooper
Councillor Leo Madden

Standing Deputies

Councillor Simon Boshier
Councillor Ryan Brent
Councillor Graham Heaney

Councillor Ian Holder
Councillor Lee Hunt
Councillor Benedict Swann
Councillor Rob Wood

Councillor Hannah Brent replaced Councillor Jo Hooper on 30 November 2021.

- 2.2 At its meeting on 4 October 2019, the Traffic, Environment & Community Safety Scrutiny Panel (henceforth referred to in this report as the panel) agreed the terms of reference for the review:

The objectives of the inquiry.

The ease with which individuals can 'get around' has a significant impact on their life chances, health and wellbeing. At an economic level, it is essential to productivity and sustainable growth.

This study will investigate the overall physical accessibility of the transport network in Portsmouth for users of reduced mobility, covering the following elements:

Public Transport

- Bus Service
- Rail Network Private Hire Vehicles and Hackney Carriages

Highway Network

- Walking Networks
- Cycling Networks

Road works

Outcomes

The review will:

- Provide an assessment of the current level of accessibility.
- Indicate areas where improvements are required.
- Make recommendations on future focus.

- 2.3 The panel met on 4 October 2019 and 12 February 2020 to take evidence and commissioned a programme of research, a survey was developed and approved, along with a series of in-depth interviews, engagement events and workshops with key stakeholders and representatives from organisations and charities in the city.
- 2.4 The first phase of the research programme, the quantitative survey was due to launch in March 2020. As a result of the Coronavirus pandemic and due to government guidance to restrict travelling and avoid using public transport where possible, it was agreed with the Chair to postpone this work. The panel did not meet between February 2020 and November 2021.
- 2.5 At a meeting on 16 November 2021, the panel considered a report by the Assistant Director, Corporate Services regarding the next steps of this review.

The committee noted its preference for the research to resume in November 2021, with a survey running for six weeks and qualitative research elements running concurrently, and analysis to be incorporated into a scrutiny panel report before the start of purdah in March 2022. The qualitative elements of the research will be postponed until the next municipal year.

- 2.6 The survey was launched on 1 November 2021 and closed on 3 January 2022. The results can be viewed here [Accessibility of the Transport Network consultation - Your City, Your Say survey research \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/your-city-your-say/survey-research)
- 2.7 A list of meetings held by the panel and details of the written evidence received can be found in *appendix one*. A glossary of terms used in this report can be found in *appendix two*. The minutes of the panel's meetings and the documentation reviewed by the panel are published on the council's website [Traffic, Environment & Community Safety Scrutiny Panel meetings](https://www.portsmouth.gov.uk/traffic-environment-community-safety/scrutiny-panel-meetings) and paper copies are available from Democratic Services upon request to democratic@portsmouthcc.gov.uk.

Evidence Received.

- 2.8 The evidence received at the meetings held on 4 October 2019 and 12 February 2020 is below:

The Importance of Transport

- 2.9 The Acting Director of Transport explained that transport is an enabler of growth and activity, and is key to building the economy, providing access to employment sites, as well as providing a network for outputs from businesses to be transported to their destinations.
- 2.10 Ensuring that the road links in/out of Portsmouth are well connected and maintained is key to the flow of goods and services in the city. Due to the waterside nature of Portsmouth and its access to the Isle of Wight, having road links that allow for goods and services to flow through its ports is essential to capitalising on Portsmouth's unique attributes and economic drivers.
- 2.11 Tourism is a huge factor in Portsmouth's economy, ensuring that tourists are able to enter and exit the city through multiple transport modes is key to maximising the economic benefits of tourism in the city.
- 2.12 Transport is not only important in connecting people to key services such as health, education and employment; but it also provides a social lifeline.

Barriers for People with Disabilities

- 2.13 In Portsmouth 16% of the population have a form of disability or long-term health condition, which limits their day-to-day activities. 50% of those people are in paid employment.
- 2.14 The social model of disability is a way of viewing the world, developed by disabled people. The model says that people are disabled by barriers in society, not by their impairment or difference. Barriers can be physical, like buildings not having accessible toilets. Or they can be caused by people's attitudes to difference, like assuming disabled people cannot do certain things.

- 2.15 The social model helps us recognise barriers that make life harder for disabled people. Removing these barriers creates equality and offers disabled people more independence, choice and control. Transport has a key role to play in this.
- 2.16 Portsmouth City Council has an adopted Equality and Diversity Strategy 2019 -2022, places accessibility as one of the key priorities. It highlights that all of Portsmouth's residents have the right to expect to be able to easily access services, advice, and information provided or funded by the council. The strategy sets out 5 key priorities: - Promoting fairness and diversity by tackling inequalities, disadvantage and discrimination - Leadership and partnerships - Employment and training - Service delivery and access - Promoting community and the voluntary sector.
- 2.17 The Department for Transport (DfT) announced in July 2019, that they are committing to an Inclusive Transport Leaders' scheme that will incorporate a disability awareness training package that sets out how transport operators can provide effective customer service and improve their services for disabled people.
- 2.18 The DfT will also develop and launch an Inclusive Transport Accreditation Scheme, to allow for the best transport operators to receive formal recognition for the positive actions they are taking to improve disabled passengers' experiences.

Buses.

- 2.19 All buses are low floor in Portsmouth and allow full access to people in wheelchairs. Any new bus must now be fully accessible.
- 2.20 The council completed a programme of raised access kerbs at bus stops with clearways at bus stops. Portsmouth City Council was one of the first authorities to complete this programme in UK.
- 2.21 Part of the Local Transport Plan implementation programme, is to provide access for people with disabilities to bus stops. This includes a review of drop kerbs, desire lines and waiting facilities.
- 2.22 Next bus announcements and free Wi-Fi is available on all Portsmouth bus fleet.
- 2.23 The council has refreshed all the real time units in Portsmouth in 2016. The council was awarded external DfT funding to implement a further 120 units across the city, which are being implemented this financial year 2018/19.
- 2.24 The Companion Pass is a discretionary enhancement to the English National Travel Concessions Scheme. Qualifying residents are entitled to a Companion Pass, which entitles the holder to have a companion travel with them free of charge when boarding the bus in Portsmouth. A trial was being undertaken following the revision of the Companion Pass entitlement.

- 2.25 The council issues concessionary fare bus passes to those residents qualifying for a bus pass allowing free travel from 9:30am. From 29 April 2019 the council has been trialling disabled people to travel free at any time.
- 2.26 The Access & Equality Advisor reported that disabled people have reported that there have been incidents reported where drivers have:
- Not stopped at the bus stop where they had been waiting.
 - Refused to put the ramp down.
 - Not been polite.
 - Not told blind people when the bus is approaching their stop.
 - Refused to allow wheelchair users on to the bus even when there are no other wheelchair users or people with buggies on the bus.
 - Put the ramp down very noisily on purpose and scared a guide dog.
- 2.27 There are more complaints about First Bus drivers than Stagecoach.
- 2.28 Drivers tell parents with buggies and pushchairs to fold them up when a wheelchair user gets on the bus.
- 2.29 The Acting Assistant Director informed the panel that she regularly meets the Managing Director of First Bus and finds the company very proactive.
- 2.30 The bus operators report all delays to the Traffic Commissioner. The buses are not allowed to leave a stop early or be 10 minutes late. For every minute after 10 minutes, they are fined.
- 2.31 The real time information on the display at stops comes from the ticket machines. Visually impaired people can use key fobs to access the audio arrivals information.

Railway Stations.

- 2.32 Portsmouth has five railway stations across the city: Cosham, Hilsea, Fratton, Portsmouth and Southsea and Portsmouth Harbour. All railway stations in Portsmouth are accessible, with the exception of Hilsea station.
- 2.33 Four years ago, Fratton station received Access for All funding to provide a footbridge with lifts to make the station fully accessible.
- 2.34 As part of the new Southwestern Railways rail franchise improvements are being made to stations in Portsmouth. This has included improved platform destinations displays which are brighter to see and give calling point journey times, new lighting column lanterns which are LED so offer a brighter safer feel to stations. Additional displays showing ferry departures have been provided at Portsmouth Harbour station.
- 2.35 Further to this, it is outlined in the rail vehicle accessibility legislation, that all rail rolling stock has to provide a number of features that make it easier to use such as handholds, passenger information displays, priority seats and provision for wheelchairs. This is to be delivered by 31st December 2019

- 2.36 The Access & Equality Advisor explained that wheelchair users must book journeys 24 hours in advance if they will require assistance. If their train does not have a guard and there is no staff at the destination station, they are obliged to get off at the next manned station. The train company will pay for them to take a taxi back to the station where they wanted to alight.

Cycling.

- 2.37 The Acting Director of Transport reported that the majority of cycle infrastructure in Portsmouth consists of advisory cycle lanes (over 16km) and shared used paths (5km). High quality infrastructure is needed to improve safety for those choosing to cycle. We are currently undertaking a review and audit of the cycle network.
- 2.38 Resources such as our Active Travel and Quieter Routes maps help people choose routes to cycle in the city. Bikeability training is delivered in years 5 4 and 6 in schools, and families in the city have recently received bespoke cycle training.
- 2.39 Cycling events in Portsmouth include our Pedal Portsmouth Glow Ride, which attracts over 1000 people a year for a night-time ride along the seafront. The council also runs joint engagements with Hampshire Constabulary to promote road safety messaging on high casualty routes.
- 2.40 Cycle theft remains a key barrier to cycling in Portsmouth, with British Transport Police figures showing the city's stations to be particularly high risk.

Walking

- 2.41 There are 8km of public rights of way routes across the city. There are 103 recorded routes, all of which are public footways and are maintained under the PFI ¹contract.
- 2.42 Portsmouth is part of the English Coastal Path – this is part of the Marine and Coastal Access Act 2009, this looks to formalise coastal walking routes around England. Portsmouth has two stretches: - Gosport to Portsmouth - Portsmouth to South Hayling
- 2.43 Both routes are currently with the Planning Inspectorate for approval, and once these have been approved they will be audited to understand what improvements are required to make them accessible. This could include wayfinding, resurfacing, widening or new paths.

Pavements.

- 2.44 The ambiguity works well as a traffic calming measure; drivers slow down as they are unsure of what they will encounter after the bend in the road.
- 2.45 The Access & Equality Advisor explained that amenities on pavements can be a hazard to people with reduced mobility and or vision as they are unsure of what they will encounter after the bend in the road.

¹ Private Finance Initiative.

Pedestrian Crossings.

- 2.46 The Acting Director of Transport reported that at pedestrian crossing, in the past the 'green men' have been installed on far sided indicators, however the DfT have now recommended that the standard is near side indicators. This is so pedestrians are looking at approaching traffic and can see when traffic has stopped, and therefore safe to cross. We are gradually upgrading infrastructure across the city.
- 2.47 There are quite a few Audible Signals Crossings (beeping) across the city where a junction is not too close to another crossing, or there is a signal pedestrian phase. This is to ensure that there is not a conflicting phase from another signal which people might hear and think it is safe to cross.
- 2.48 Crossings with tactile cones are used instead or in addition to the above. This is where a person can place their hand underneath the push button and the cone rotates when the green man shows, indicating it is safe to cross.
- 2.49 The buttons at crossing are positioned on one side to encourage people to look at oncoming traffic and see when it stops.
- 2.50 The Access & Equality Advisor reported that explained that people who have a weak side sometimes have to turn completely around in order to press the buttons at crossings because these are only located on one side. When the crossings are staggered, often the button is on a plinth and therefore out of reach for wheelchair users who have to wait for someone to arrive to press it for them. Visually impaired people use the cones under the buttons to identify when the lights change; sometimes these do not work.
- 2.51 Wheelchair users find it difficult to cross tactile paving as it is uncomfortable to cross but they recognise that this does potentially save the lives of visually impaired people. Removing kerbs can cause difficulties for people who use sticks to identify kerbs and for blind people as guide dogs are trained to stop at vertical edges.
- 2.52 The Highways PFI Commercial Manager explained that the raised bumps line up to give visually impaired people a sense of direction. Upstanding on kerbs is required to keep pooling rainwater off the pavement.
- 2.53 The Assistant Director explained that the buttons at crossing are positioned on one side to encourage people to look at oncoming traffic and see when it stops.

Private Hire Vehicles and Hackney Carriages

- 2.54 There are 234 hackney carriage vehicle licences and 962 Private Hire Vehicle (PHV) licences within Portsmouth City boundary (total of 1,196). 118 (9.9%) of this fleet consists of wheelchair accessible vehicles including:
- 86 (7.2%) Hackney Carriages
 - 32 (2.7%) Private Hire vehicles
- 2.55 As set out in the Equality & Diversity strategy the council is continuing to work with registered taxis and PHVs to:

- Run awareness campaigns regarding the unlawful act of refusing guide and assistant dogs in taxis
- Review and commission disability awareness training for taxis drivers

2.56 The Access & Equality Advisor gave an overview of the feedback she had received from disabled people with regard to taxis:

- It is very difficult for wheelchair users to get a taxi during the school run times because they are all used for the Home to School Transport Service.
- Uber does not have any wheelchair accessible taxis.
- Some seven-seater taxi drivers refuse to take wheelchair users in the evening because they would possibly miss out on fares with multiple drop offs.
- The taxi rank in Gunwharf is not accessible.

2.57 The Assistant Director explained that 86 of the 234 licensed hackney carriages are wheelchair accessible and 32 of the 962 of the licensed public hire vehicles i.e. 118 out of 1,196 vehicles.

2.58 Taxis cannot always park next to a dropped kerb that would make it easier for a disabled person to get out.

Route 4U

2.59 Portsmouth is the first city in the UK to introduce the free Route4U app. It provides route planning and turn-by-turn navigation for walkers and wheelchair users that can be customised to each person's own abilities.

2.60 The app indicates: Pavement obstacles, surface quality, kerb heights, widths, inclines and travel distances. It updates the information in 'real time', so any road works on the highway can be added and therefore the routes will be adapted accordingly for the user.

2.61 The Safer Travel Manager gave an overview of the Routes4U app that was launched in April 2019:

2.62 Users enter their starting point and destination to see the most accessible route. They can report any obstacles they encounter on the route so the council will investigate.

2.63 One option for the future to reduce the amount of traffic in the city would be to set up a freight hub outside the city and have eco bikes transports around.

2.64 Near miss reporting app for pedestrians similar to the cycling one would be developed shortly.

2.65 The Routes4U app would probably need a further publicity push. Members suggested that an advert could be displayed on the information boards at the Hard Interchange.

Highway accessibility and road works

2.66 This is the responsibility of Colas and the PFI team. Schedule 19 of the Highways Maintenance contract gives Ensign/ Colas the authority to act as

the Highway and Traffic Authority in relation to all roadworks and their Network Management team will monitor accessibility at all roadworks sites and give instruction/ issue PCNs if accessibility is not compliant with legislation.

When it is necessary to close or narrow a road temporarily for the purpose of planned or emergency works the accessibility for pedestrians and cyclists is governed by legislation – New Roads and Streetworks Act 1991 and Traffic Signs Regulations and General Directions 2016 – Chapter 8.

2.67 This legislation states that pedestrians or cyclists can be diverted during works:

- Onto an equal or better routes
- The diversion must include safe accessible crossing points suitable for all users and can use existing pedestrian and zebra crossings or use temporary ramps and barriers to construct a pedestrian route in the carriageway if there are no engineered crossing points available

The Home to School Transport

2.68 The Safer Travel Manager explained that this budget is held by the Education department which is also responsible for determining who is eligible. £1.9m is allocated but it often overspends. It is currently overspent. The Education Act 1980 requires that a degree of separation between this department and the service provider.

2.69 Approximately 654 children have a statutory entitlement to this service because of physical, emotional or mental health needs which prevent them from travelling to school without assistance. The pupils travel primarily by taxi and some by minibus.

Independent Travel

2.70 The Acting Director of Transport reported that a survey of disabled young service users indicated that most would like to be able to travel independently. The Independent Travel Training aims to give them their independence and to streamline the budget.

2.71 The Road Safety team monitors casualty rates and tries to keep them as low as possible.

2.72 The aim is to also offer this training to pupils who attend mainstream schools.

2.73 The team was talking with the Harbour School which is just outside of the island about the possibility of providing pupils from the city with Park & 2 Ride bus passes.

2.74 The bus companies provide training at schools on how to buy tickets, read a timetable etc.

2.75 It is important to involve the pupils' parents so that they can be confident their children are ready to travel independently.

- 2.76 If children are having a bad day there can be violent incidents between pupils, directed against their travelling companion or staff. There are approximately 86 individual taxi journeys a week and on average 3 violent incidents are reported.
- 2.77 Providing more taxi journeys is not compatible with the council's other agendas for example, the climate emergency and improving air quality.
- 2.78 10-15% of the 654 children who use the home to school transport scheme travel do not travel with other pupils. The children have increasingly complex needs. Many are ill-equipped to sit on a minibus with other pupils.
- 2.79 Road safety education has always been provided to primary mainstream pupils. The education provided to special school pupils is 1:1 and more intensive.
- 2.80 Passenger assistants are employed by the council to accompany pupils to and from school.
- 2.81 The Independent Travel Training was set up six months ago so post training evaluation is not yet available. Success is measured mostly anecdotally.
- 2.82 Cliffdale School takes pupils until the age of 11, Redwood School from 11 and the Mary Rose School from 5 to 19.

Trees

- 2.83 The Highways PFI Manager explained that the council has pledged to plant 80,000 trees; 50,000 of these will probably be in the new Country Park. It is important to consider the following issues before new trees are planted:
- The species in terms of bark width, the height, whether it is fruiting.
 - The right location - proximity to houses, pavement width.
 - The soil characteristics.
- 2.84 Some people requested that trees be removed simply because they wanted to install a dropped kerb.
- 2.85 Sometimes tree roots can lift the pavement. Root containment systems can be used to direct the roots downwards as roots underneath and along can cause problems.

Roadworks

- 2.86 Later this year the council will become a permit authority rather than a licensing authority following an instruction by the Secretary of State. This is a mechanism to coordinate and monitor roadworks activities on the public highway in order to minimise their impact on highway users.
- 2.87 Utility companies have the right of access to maintain their assets.
- 2.88 The council receives 3,416 applications for roadworks per year for 12,434 working days under section 65 Code of Practice guide in the new Roads and Streets Act. The code stipulates that there must be a degree of separation

between the works, traffic and pedestrians. The emphasis is on the safety of pedestrians with an alternative route with a minimum of 1m width of footway.

- 2.89 Colas has delegated enforcement powers and inspects 10% of each category of works (A, B & C). The number inspected is probably not adequate. Colas can issue fines for noncompliance. The fining system is a not for profit.

Colas: works with Hampshire County Council and Southampton City Council to compare inspection results, identify trends and also to carry out inspections for each other.

- 2.90 There are 12 statutory utility companies active in the city plus sub-contractors and sometimes their sub-contractors. They have the right of access to maintain their assets.

- 2.91 The council is usually given two weeks' notice for works unless it's an emergency.

- 2.92 The transport service informs the audio newsletter producer of any road/traffic works that are coming up.

3. Recommendations based on the survey findings.

Buses

Survey key findings

Buses are a frequently used mode of transport, regularly used by many of those who took part in the survey (with over a quarter using them at least weekly). While many aspects of buses were rated positively, respondents highlighted a number of challenges that they had encountered with bus travel. The most significant issues raised were about affordability, routes and locations of the stops, and issues with finding a suitable space on the bus. Timings were also an issue, with concerns over frequency and reliability being mentioned.

Possible solutions to support improvements to bus affordability

Explore and investigate opportunities to:

1. Expand the Solent Go platform so that it is simpler to board services across multiple operators and modes, in time including rail.
2. Investigate opportunities for the Mobility as a Service (MaaS) digital platform, being developed by Solent Transport, of which Portsmouth City Council is a member, with integration across modes that caps fares for daily and weekly journeys, as is seen in London and elsewhere.
3. Develop an integrated ticketing platform to offer mobility credits to those not using their cars as an incentive to try alternative modes.
4. Work with commercial bus operators through our forthcoming Enhanced Partnership to develop a simplified fare structure with operators, to make 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.
5. Consider the provision of further lighting, Real Time Information, timetabling and wayfinding information at bus stops, where required. The

new Bus Service Improvement Plan could provide a mechanism to deliver such improvements.

6. Ensure non-digital versions of all tickets are available to ensure all residents can access best value tickets regardless of their level of digital literacy.

Possible solutions to support improvements to routes, timings and location of bus stops.

Explore and investigate opportunities to:

1. Work closer with the planning department to obtain contributions from developers towards transport infrastructure in new developments.
2. Conduct an audit of bus stop routes, combined with a consultation survey, to review the bus route provision and demand. This could be used to inform forward planning of bus routes, recognising that most routes are provided commercially.
3. The locations of bus stops can be reviewed where concerns have been raised over their location.
4. Work with operators to 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 option. The new Bus Service Improvement Plan could provide a mechanism to deliver such improvements.
5. Work with bus operators to ensure that drivers are aware of the importance of stopping at the raised access kerbs.
6. The council uses its influence to encourage and robustly support the local bus companies in their switch to modern payment methods that provide the lowest fare is automatically available when passengers use the smart payment system.
7. The planning department investigates where policy can be used to require large scale developers to consider adapting road scheme low bus route with travel through their developments.

Trains

Survey key findings

15% of our sample travel by train at least monthly. A number of aspects of trains and stations were rated positively, however some expressed difficulties with train travel in Portsmouth. The most dominant issues were around accessibility/ease of movement, suitability of seats and reliability. Overall, there were mixed views about the overall accessibility of train stations in Portsmouth with over half of those who felt Portsmouth stations were inaccessible, with Hilsea being seen as the most inaccessible station, closely followed by Fratton.

Possible solutions to getting around the station and accessibility of trains

Explore and investigate opportunities for:

1. Hilsea and Fratton train stations to be more accessible.
2. Further work with train companies to identify accessibility improvements for passengers at stations, including for passengers with particular needs.
3. Inform Network Rail and South West Trains of the results of this survey and the accessibility problems experiences at these stations and urge them to take urgent action to address these issues.

Possible solutions to improve the reliability of train timings

Explore and investigate opportunities for:

1. Further development of the Continuous Modular Strategic Plans (CMSP) that has 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.
2. The emerging Public Transport Strategy will also inform this work which will look to improve journey time and frequency to key destinations.

Taxis

Survey key findings

Taxi use among our sample is frequent, with 1 in 3 using a non-wheelchair accessible taxi on a monthly basis. While aspects of non-wheelchair accessible taxis were well rated by respondents, some voiced areas for development, particularly in relation to availability when needed, accessibility and ease of ordering. Taxis are, however, seen to perform particularly well on updates around the arrival of the taxi once ordered.

Wheelchair accessible taxi (WAT) usage is similar to non-wheelchair accessible taxis, with 2 in 5 of those who have ever used a WAT travelling in this way at least once a month. Frustrations and areas for attention were much more prominent for WAT users, but the issues raised were similar, around availability and accessibility. WAT's also performed particularly poorly on their overall rating.

Experiences when travelling in a WAT were mixed, with almost 3 in 5 having had a bad experience, and just over 2 in 5 having had a positive experience. Negative experiences are influenced by poor interactions with drivers, lack of proper securing of wheelchairs, and frustrating booking experiences. Barriers to WAT usage also exist, with only half of those who require a WAT having ever used one before. 1 in 3 do not use them due to cost, and 1 in 4 have tried to use one before, but not found one available.

Possible solutions to ordering and booking taxis

Explore and investigate opportunities to:

1. Work processes to be examined closely to see how this could potentially be improved in both the medium and long term.
2. Improve accessibility to taxi ranks, with consideration for features such as seating and shelter/lighting and information boards, as well as ensuring wide footways to allow vehicle ramps and wheelchair turning circles.
3. Contact the main app-based taxi companies to encourage them to make it easier for WAT bookings.
4. Numbers of WATs to be maintained throughout the lifetime of the vehicles. WATs cannot be replaced by standard vehicles.

Pavements and Roads

Survey key findings

In general, pavements and roads were rated poorly by respondents, with an average of 44% rating aspects as poor or very poor (across aspects). Pavement surfaces and being able to travel along the pavement with ease

were the two areas causing most concern for respondents. The issues with roads and pavements were felt to be quite widespread, with a variety of roads and areas mentioned as being in need of improvement around Portsmouth.

Possible solutions to the condition of pavement surfaces

Explore and investigate opportunities:

1. Any new proposed improvements for walking and cycling will look to address defects that may be present. Where LTP schemes have been identified, opportunities to integrate improvements to the surrounding infrastructure will be addressed e.g., East-West corridor.
2. Some specific roads were mentioned in the survey as requiring attention. It is recommended that these are forwarded to Colas, to undertake a further assessment.

Possible solutions to being able to travel along the pavement with ease

Explore and investigate opportunities to:

1. Further consideration could be given to ways to deter pavement and cycle lane parking and other behaviours that would cause an obstruction for all those using the active travel routes.
2. Complaints from residents to be taken more seriously with a clear timetable for resolution.

Possible solutions to being able to cross roads and have clear lines of sight

Explore and investigate opportunities to:

1. Explore the provision of maps to support walking and cycling
2. Further promotion required for Route4U, to encourage greater utilisation.
3. Expand the 'Access for People with Disabilities' funding, to allow a greater number of measures to be introduced.
4. Work with the University of Portsmouth to provide information about public transport infrastructure around the city to students especially those looking for accommodation.

Cycling

Key survey findings

Just over 1 in 10 of survey participants cycle monthly in Portsmouth. Generally, aspects around cycling in Portsmouth were seen to be fair, however both the safety of cycle paths and the suitability of diversions when roadworks are taking place were seen as areas for much improvement. Among those who have lapsed from cycling, the main reason for this is due to their own physical health, however improvement in the safety of cycling in Portsmouth and extension of the current cycle path system were identified as ways to get people to re-engage with cycling in Portsmouth.

Possible solutions to cycle lane safety

Explore and investigate opportunities to:

1. A Near-Miss reporting feature is to be developed for pedestrians, similar to the one available for cycling.
2. Ensure that cycle parking facilities take disabled users into account, with consideration on such issues as wider spacing, disabled access to and from cycle parking

3. Note that all cycling and walking routes must be designed to standard, as indicated by LTN 1/20. This includes provision for wider cycle lanes, but also crossing points and a wide range of other elements.
4. At the planning stage, cycle routes be included in new developments both residential and non-residential.

Possible solutions to cycle diversions when roadworks taking place

Explore and investigate opportunities to:

1. When Colas consider a suitable diversion for cyclists when roadworks are taking place, ensure a co-ordinated approach and discuss with key stakeholders in order to provide advice and suggestions on the most suitable routes.

Further considerations to support improvements to accessibility of transport

1. Greater level of engagement before, during and after the development of schemes and projects, to include specific engagement with disability groups.
2. Further provision of audio and touchscreen information should be considered at interchanges such as the Hard and future transport hubs.
3. Consideration of a scheme to improve wayfinding, not only on-street, but also on the council's website, making access to information easier, i.e., walking and cycling routes.
4. Consideration should be given to encourage multi-modal travel, looking at how buses and trains can further integrate active travel mobility hubs and cycle parking etc.
5. Work with the police to proactively engage with cyclists regarding the use of cycle lanes and not pavements.

4 BUDGETARY AND POLICY IMPLICATIONS.

The following table highlights the budgetary and policy implications of the recommendations being presented by the panel:

	Recommendation	Action by	Policy Framework	Resource Implications
	Possible solutions to support improvements to bus affordability. Explore and investigate opportunities to:			
1.	Expand the Solent Go platform so that it is simpler to board services across multiple operators and modes, in time including rail.	Transport Planning Manager	Within the existing policy framework through the Portsmouth Transport Strategy (LTP4) and Solent Future Transport Zone award.	None
2.	Investigate opportunities for the Mobility as a Service (MaaS) digital platform, being developed by Solent Transport, of which Portsmouth City Council is a member, with integration across modes that caps fares for daily and weekly journeys, as is seen in London and elsewhere.	Transport Planning Manager	Within the existing policy framework through the Portsmouth Transport Strategy (LTP4), Solent Future Transport Zone award and Portsmouth Bus Service Improvement Plan.	None
3.	Develop an integrated ticketing platform to offer mobility credits to those not using their cars as an incentive to try alternative modes.	Transport Planning Manager	Within the existing policy framework through the Portsmouth Transport Strategy (LTP4) and Solent Future Transport Zone award.	None

	Recommendation	Action by	Policy Framework	Resource Implications
4.	Work with commercial bus operators through our forthcoming Enhanced Partnership to develop a simplified fare structure with operators, to make 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.	The Assistant Director of Transport, Regeneration Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	Currently waiting for a funding decision regarding Portsmouth's Bus Service Improvement Plan submission to DfT.
5.	Consider the provision of further lighting, Real Time Information, timetabling and wayfinding information at bus stops, where required. The new Bus Service Improvement Plan could provide a mechanism to deliver such improvements.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	None
6.	Ensure non-digital versions of all tickets are available to ensure all residents can access best value tickets regardless of their level of digital literacy.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	Currently waiting for a funding decision regarding Portsmouth's Bus Service Improvement Plan submission to DfT.

	Recommendation	Action by	Policy Framework	Resource Implications
	<i>Possible solutions to support improvements to routes, timings and location of bus stops.</i> Explore and investigate opportunities to:			
1.	Work closer with the planning department to obtain contributions from developers towards transport infrastructure in new developments.	Transport Planning Manager Head of Planning Policy	Within the existing policy framework	None
2.	Conduct an audit of bus stop routes, combined with a consultation survey, to review the bus route provision and demand. This could be used to inform forward planning of bus routes, recognising that most routes are provided commercially.	Transport Planning Manager	Within the existing policy framework	None
3.	The locations of bus stops can be reviewed where concerns have been raised over their location.	Transport Planning Manager	Within the existing policy framework	None
4.	Work with operators to 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 option. The new Bus Service Improvement Plan could provide a mechanism to deliver such improvements.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	Currently waiting for a funding decision regarding Portsmouth's Bus Service Improvement Plan submission to DfT.

	Recommendation	Action by	Policy Framework	Resource Implications
5.	Work with bus operators to ensure that drivers are aware of the importance of stopping at the raised access kerbs.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	None
6.	The council uses its influence to encourage and robustly support the local bus companies in their switch to modern payment methods that provide the lowest fare is automatically available when passengers use the smart payment system.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	None
7.	The planning department investigates where policy can be used to require large scale developers to consider adapting road scheme low bus route with travel through their developments.	Transport Planning Manager Head of Planning Policy	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	None

	Recommendation	Action by	Policy Framework	Resource Implications
	<i>Possible solutions to getting around the station and accessibility of trains.</i> Explore and investigate opportunities for:			
1.	Hilsea and Fratton train stations to be more accessible	Transport Planning Manager	Work with SWR/NR to explore and investigate this further. Improvements are contained within the existing NR policy framework through the Solent Continuous Modular Strategic Plan (CMSP).	Funding would need to be identified to implement measures.
2.	Further work with train companies to identify accessibility improvements for passengers at stations, including for passengers with particular needs.	Transport Planning Manager	Within the existing policy framework through the Solent Continuous Modular Strategic Plan (CMSP).	Funding would need to be identified to implement measures.
3.	Inform Network Rail and South Western Railways of the results of this survey and the accessibility problems experiences at these stations and urge them to take urgent action to address these issues.	Transport Planning Manager	Within the existing policy framework through the Solent Continuous Modular Strategic Plan (CMSP).	None

	Recommendation	Action by	Policy Framework	Resource Implications
	Possible solutions to improve the reliability of train timings. Explore and investigate opportunities for:			
1.	Further development of the Continuous Modular Strategic Plans (CMSP) that has 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.	Transport Planning Manager	Work with SWR/NR to explore and investigate this further. Within the existing policy framework through the Solent Continuous Modular Strategic Plan (CMSP).	Funding would need to be identified to implement measures.
2.	The emerging Public Transport Strategy will also inform this work which will look to improve journey time and frequency to key destinations.	Transport Planning Manager	Within the existing policy framework, Portsmouth Transport Strategy (LTP4).	None
	Possible solutions to ordering and booking taxis. Explore and investigate opportunities to:			
1.	Work processes to be examined closely to see how ordering and booking taxis could potentially be improved in both the medium and long term.	Licensing Manager	Within the existing policy framework.	None
2.	Improve accessibility to taxi ranks, with consideration for features such as seating and shelter/lighting and information boards, as well as ensuring wide footways to allow vehicle ramps and wheelchair turning circles	Transport Planning Manager	Within the existing policy framework through the LTP4 Implementation Plan.	Funding would need to be identified to implement measures.
3.	Contact the main app-based taxi companies to encourage them to make it easier for WAT bookings.	Licensing Manager	Within the existing policy framework.	None

	Recommendation	Action by	Policy Framework	Resource Implications
4.	Numbers of WATs to be maintained throughout the lifetime of the vehicles. WATs cannot be replaced by standard vehicles.	Licensing Manager	Within the existing policy framework.	None
Possible solutions to the condition of pavement surfaces. Explore and investigate opportunities:				
1.	Any new proposed improvements for walking and cycling will look to address defects that may be present. Where LTP schemes have been identified, opportunities to integrate improvements to the surrounding infrastructure will be addressed e.g., East-West corridor.	Safer Travel Manager	Within the existing policy framework, Portsmouth Transport Strategy (LTP4) and Local Cycling & Walking Investment Plan (LCWIP).	None
2.	Some specific roads were mentioned in the survey as requiring attention. It is recommended that these are forwarded to Colas, to undertake a further assessment.	Highways PFI Manager	Within the existing policy framework - Colas reporting process and timeframes.	None
Possible solutions to being able to travel along the pavement with ease. Explore and investigate opportunities to:				
1.	Further consideration could be given to ways to deter pavement and cycle lane parking and other behaviours that would cause an obstruction for all those using the active travel routes.	Parking Manager	Within the existing policy framework.	None
2.	Complaints from residents to be taken more seriously with a clear timetable for resolution.	Highways PFI Manager	Within the existing policy framework - Colas reporting process and timeframes.	None

	Recommendation	Action by	Policy Framework	Resource Implications
	<i>Possible solutions to being able to crossroads and have clear lines of sight.</i> Explore and investigate opportunities to:			
1.	Explore the provision of maps to support walking and cycling.	Safer Travel Manager	Within the existing policy framework.	Funding opportunities would need to be explored for the development/printing of further maps.
2.	Further promotion required for Route4U, to encourage greater utilisation.	Safer Travel Manager	Within the existing policy framework of the Portsmouth Transport Strategy (LTP4), and Capability Fund.	None
3.	Expand the 'Access for People with Disabilities' funding, to allow a greater number of measures to be introduced.	Transport Planning Manager	Within the existing policy framework and LTP4 Implementation Plan.	Funding would need to be expanded for Access for People with disabilities as part of the LTP4 Implementation Plan.
4.	Work with the University of Portsmouth to provide information about public transport infrastructure around the city to students especially those looking for accommodation.	Transport Planning Manager	Within the existing policy framework.	None

	Recommendation	Action by	Policy Framework	Resource Implications
	Possible solutions to cycle lane safety. Explore and investigate opportunities to:			
1.	A Near-Miss reporting feature is to be developed for pedestrians, similar to the one available for cycling.	Safer Travel Manager	Within the existing policy framework through the Capability Fund.	None
2.	Ensure that cycle parking facilities take disabled users into account, with consideration on such issues as wider spacing, disabled access to and from cycle parking.	Safer Travel Manager	Within the existing policy framework	None
3.	Note that all cycling and walking routes must be designed to standard, as indicated by LTN 1/20. This includes provision for wider cycle lanes, but also crossing points and a wide range of other elements.	Assistant Director Infrastructure, Regeneration Assistant Director Transport, Regeneration	Within the existing policy framework including Local Cycling & Walking Investment Plan.	None
4.	At the planning stage, cycle routes be included in new developments both residential and non-residential.	Network Manager Head of Planning Policy	Within the existing policy framework including Local Cycling & Walking Investment Plan.	None
	Possible solutions to cycle diversions when roadworks taking place. Explore and investigate opportunities to:			
1.	When Colas consider a suitable diversion for cyclists when roadworks are taking place, ensure a co-ordinated approach and discuss with key stakeholders in order to provide advice and suggestions on the most suitable routes.	Highways PFI Manager	Within the existing policy framework including Local Cycling & Walking Investment Plan.	None

	Recommendation	Action by	Policy Framework	Resource Implications
	<i>Further considerations to support improvements to accessibility of transport.</i>			
1.	Greater level of engagement before, during and after the development of schemes and projects, to include specific engagement with disability groups.	Assistant Director Transport, Regeneration Assistant Director Infrastructure, Regeneration	Within the existing policy framework.	None
2.	Further provision of audio and touchscreen information should be considered at interchanges such as the Hard and future transport hubs.	Transport Planning Manager	Within the existing policy framework through the Portsmouth Transport Strategy (LTP4) and Portsmouth Bus Service Improvement Plan.	Currently waiting for a funding decision regarding Portsmouth's Bus Service Improvement Plan submission to DfT.
3.	Consideration of a scheme to improve wayfinding, not only on-street, but also on the council website, making access to information easier, i.e., walking and cycling routes.	Safer Travel Manager	Within the existing policy framework. Funding and resources would need to be identified to implement measures.	Funding and resources to be identified.

	Recommendation	Action by	Policy Framework	Resource Implications
4.	Consideration should be given to encourage multi-modal travel, looking at how buses and trains can further integrate active travel mobility hubs and cycle parking etc.	Transport Planning Manager	Within the existing policy framework through National Bus Strategy Enhanced Partnership scheme and plan.	Currently waiting for a funding decision regarding Portsmouth's Bus Service Improvement Plan submission to DfT.
5.	Work with the police to proactively engage with cyclists regarding the use of cycle lanes and not pavements.	Safer Travel Manager	Within the existing policy framework.	None

APPENDIX ONE

Meeting Date	Witnesses	Documents Received.
4 October 2019	Felicity Tidbury, Assistant Director of Transport	
12 February 2020	Gina Perryman, Access & Equality Advisor Michelle Love, Safer Travel Manager	
22 March 2022	The report is signed off by the panel.	

GLOSSARY

DfT	Department for Transport
PHV	Private Hire Vehicles

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Agenda Item 5

Information submitted by the Assistant Director Planning & Economic Growth.

Do residents need planning permission to convert their front garden into a driveway/ car port? And if it is needed, what is taken into account e.g. proximity of trees?

Planning permission is needed for any works that are considered to be 'development' as defined by national legislation. However many specific smaller scale works are granted permission automatically by the Town and Country Planning (General Permitted Development) Order [the 'GPDO']. This is often referred to as 'Permitted Development'.

The GPDO automatically gives planning permission for the conversion of a front garden into a driveway by virtue of Class F of Part 2 to Schedule 2 of that Order. This permitted development is however limited in certain ways, and conditional on a requirement that if the new hard surface would be situated on land between the front wall of the house and the road, and the area of ground covers more than 5 square metres it must be made of porous materials or include provision for runoff water to be directed towards a permeable or porous area within the curtilage of the house.

The GPDO also automatically gives planning permission for the erection of car ports and other buildings and enclosures incidental to the enjoyment of the house by virtue of Class E of Part 2 to Schedule 2 of that Order. This class of Permitted Development is however also limited in some ways and can only be used when cumulatively all buildings, other than the original house would not exceed 50% of the total area of the curtilage. Such buildings and enclosures are also limited in height and can only be built within certain prescriptions on their design. Most significant for many Portsmouth homes this Permitted Development right cannot be used if it would involve constructing a building or enclosure on land in front of the front wall of the house.

If works can be completed within the restriction and conditions prescribed for these classes of Permitted Development then they are granted automatically without further consideration of other issues such as the proximity to trees, impact on amenity or character. However it can also be noted that many trees in Portsmouth are themselves protected by virtue of being located in Conservation Areas or by specific Tree Protection Orders. If that is the case then consent may well be needed for works to those trees or works that are likely to impact on the health and retention of those trees irrespective of whether the works for the construction of a driveway or carport are considered to be Permitted Development.

As well as consideration of the permissions and consents needed for the development works to lay a driveway or build a carport such works would usually also necessitate the creation of a dropped kerb onto the road. These works are themselves Permitted Development by virtue of Class B of Part 3 to Schedule 2 of the GPDO unless the means of access to a highway that is created is onto a classified or trunk road.

It should also be noted that over significant parts of the City specific controls of development, called Article 4 directions, have been imposed that limit the application of the GPDO. In different parts of the city these controls will limit Permitted Development in different ways, but a common restriction on Permitted Development in Portsmouth is the limitation of the right to demolish front walls within Conservation

Areas. Where this applies this would of course limit the opportunity to create new driveways.

Views from the Tree Wardens for Portsmouth & Southsea and the Charles Dickens Community Orchards.

Our groups and volunteers have been planting orchards and other trees in many different areas around the city. We have noticed a lack of wildlife corridors in some areas particularly in the North End area where it is densely populated. Some areas lack the easily accessible local park or small green areas others have. This leads to a lack of wildlife corridors. Maybe some thought could be given to finding some disused land or brownfield site in North End that could be changed into a local amenity. With wildlife at the heart of it.

On occasions we have seen the removal of large shrubs which provide a habitat to the local birds and wild animals that enables them to thrive and shelter in cold weather.

Planting fruit trees provides humans and animals alike with food and foraging opportunities, harvesting events and bringing the community together to learn about and celebrate nature. As we have seen in the Charles Dickens Centre orchards and Ark Dickens fruiting hedge. They give free fruit for local people will help those with a diminishing amount of finances to lead a healthier lifestyle. Where they can pick what they need from local trees. Communities will then invest themselves in looking after their local trees. When they can see what they will get out of it. Excess produce has been given out to the food banks and larders to help those most in need and provides an amazing source of support, which has been very appreciated.

Perhaps people could be encouraged to plant trees in their gardens to feed birds and help our pollinators. Maybe people could be encouraged to have green space on roofs to help wildlife.

Rooftop gardens in the city and growing walls will all encourage biodiversity and reduce pollution through removing particulates. There could be an encouragement of beehives on roofs that would help pay for the maintenance costs of local trees. Help the local economy and provide a healthier source of food. More importantly protect the pollinators.

Different types of habitats could be explored by introducing to some areas boggy areas or ponds creating a different habitat.

Perennial wildflowers suitable to the types of soil in our urban areas could be introduced. This would reduce mowing, energy costs and labour needed and create a more pleasant environment for local people. More wildflowers on verges please.

Fruiting hedges should be allowed to grow 50cm per year until about 5' wide and allow the fruits to be harvested by animals and people. Not cut back harshly each year by the flail machine. There is a fruiting hedge in Hilsea planted by the Tree Wardens which has been growing for 12 years. It is not treated as a fruiting hedge by Colas, it is harshly cut back and is never allowed to fruit. It's just treated as a normal hedge.

Resident initiatives should be given priority and supported to encourage ownership of their local environment and community trees.

It would be good to stop tarmacking tree pits. During the last few years, we obtained permission to plant trees in tree pits and planted them. Shortly afterwards someone removed them and retarmacked. There needs to be greater communication between

teams that carry out maintenance. The Charles Dickens community orchards have suffered some losses due to information not being passed from one team to another. When it should be recorded as part of the history of the area and subsequently passed on to the new team taking over. Whether it be a new contractor or otherwise.

Strimming around tree trunks should be carefully avoided, more damage is done by labourers doing this than anything else and this can set back trees many years. Greater care needs to be taken over strimming.

More native and heritage trees need to be planted in Portsmouth.

A tree nursery to grow our own native trees in Portsmouth is needed. Propagating from our rare varieties

We need to increase the tree canopy in Portsmouth we can do this by celebrating the Queen's platinum anniversary. More wildflowers on verges to encourage butterflies and birds.

The reduction of pesticides in the city would be good and perhaps use some other chemicals that biodegrade quickly such as industrial vinegar and bicarbonate of soda. Which is far less harmful to the environment.

Great care should be taken in coming years to provide mulch for every tree planted so they can retain moisture and cope with the drier weather we are due because of climate change.

A large pot of money needs to be put aside for future maintenance of all trees in Portsmouth. We need more tree canopy cover for future generations to survive in the coming years.

The National Tree Charter has become the Charter for Trees after 800 years. The Tree Wardens and the Charles Dickens Community Orchards have signed up to this agreement. It would be good if Portsmouth City Council did this as well, declaring how the council means to go on. The Local Portsmouth Tree Charter will need to include the Tree Wardens more in what is done and how communities of interest are kept informed of things like tree removals and tree preservation orders for our very rare trees.

Gardening competitions could be reintroduced into Housing services and across the city. Which helps people to take pride in where they live, improve the environment and keep people interested in wildlife.

Ownership of small micro plots by community groups to grow things in areas that are grassed currently would be a great idea. Removing some of the tarmac in urban areas will break up the landscape and allow the rain to soak away more readily, reducing flooding risk and urban run off. Trees soak up water and pollution.

Biodiverse areas may look unmanaged because they are not trimmed and cut back as much as those neatly kept gardens some folks are used to. Perhaps some local guidance with the aid of the Hampshire & Isle of Wight Trust and friends of the Earth could be made available to help with this.

The city should make more of valuing the trees and their contributions to the environment. Giving a listing and protection for the very rare varieties like the Black poplar we have in

our city. (there are only 7,000 in the country). The city could introduce trees which have add biodiversity and supply food for wildlife to the city. Such as Oak trees which support a large variety of wildlife. Also by having a variety fruiting trees or hedges. We also now have some very rare fruit trees incorporated in our orchard planting such as the Bardsey apple.

Larger trees should be valued more and have more protection such as (Tree protection orders) as they work harder for the environment. There could be designated community trees, orchards and fruiting hedges under these protection orders.

More could be made of the horticultural opportunities for careers in the city. Our very own National Tree Council Director of Science and Research, advisor to DEFRA lives locally. More could be specifically offered through horticultural and national training with a career path into different areas.

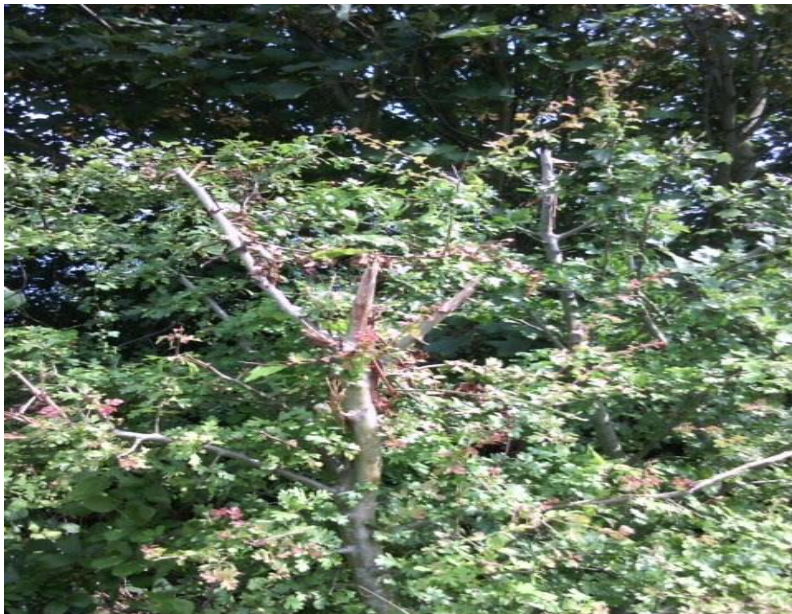
The new Environment Bill November 2021 comes into effect shortly, so this will mean more people having to train in these areas so that Portsmouth city council will meet its legal obligations.

Above all we need to offer opportunities and incentives for residents in both private and rented accommodation to grow more trees at home. Perhaps free trees, resources and training working with the support of schools to help inform young people of the benefits to them in the future. Problems faced by residents and community groups are funding for trees, compost, mulch and moving large items from a delivery area to the site.

I have included some pictures of the fruiting hedge in Hilsea planted by the Tree Wardens. The pictures below demonstrate the damage done by the flailing machine to the fruiting hedge.









Information submitted by Jon Stokes, Director of Trees, Science & Research, Tree Council.

Dear Councillors

At the request of the Portsmouth Tree Wardens, I am sending you some information about how The Tree Council regards the fruit tree planting that is happening in Portsmouth.

Portsmouth is one of the most densely populated urban areas in the UK. It also has a relatively low number of trees per resident, something that the Portsmouth and Southsea Tree Wardens have been trying to improve over the last 20 years. The project that has been developed by the Tree Wardens and The Charles Dickens Community Orchards, is to my knowledge one of the most exciting community orchard projects in the UK, because of its aspiration to bring suitable fruit trees to residents throughout the city, which builds on the rich heritage of the city and its connections through Dickens to fruit trees.

The scale of the communities efforts are amazing – with now 60 orchards being designated and planted and over 899 fruit trees having been planted throughout the City over the last 5 years.

Speaking as part of the National Orchard Group, we know orchards are priority habitats under the UK's Biodiversity Action Plan. The reason they are special is that fruit trees are particularly good habitats for wildlife because they are "early senescent". This means they get 'old' relatively quickly and develop veteran features such as hollow trunks, rot holes, dead wood and sap runs. These features are important for over 400 species of saproxylic invertebrates that live on decaying wood. These include Stag Beetle, Violet Oil-Beetle, and the beautiful and very rare Noble Chafer beetle. It's not all about the decay either though, as fruit tree blossom is an important source of nectar for pollinating insects including bees, hoverflies and butterflies. Orchards can have ponds and hedgerows which provide habitat for amphibians such as great crested newts, birds and mammals, such as hedgehogs and voles. And because orchard trees are more widely spaced than trees in a dense woodland, they let in more sunlight which makes them particularly good for flying insects who need the warmth, such as bees and butterflies.

The orchards being created in Portsmouth also allows for community engagement with a huge range of people and communities, providing not only trees for biodiversity and climate change (both of which are vital), but also developing a source of free and community based fruit available to anyone in the city. The natural bounty that is being created, has already been used to provide free food and fruit to foodbanks like Landport Larder, North End Pantry and community cafés.

I hope this information is useful in helping you to develop your biodiversity and other strategies over the next few years, and on behalf of The Tree Council I would like to express our enthusiasm for the work that is being carried out in the city to bring people, wildlife and trees together through the exemplary use of orchards. Long may it continue and we will continue to support wherever we can.

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Views from T Jones, a volunteer tree warden.

I would just like to say that I think it is important to increase communication with people about the importance of trees whether these are in a back garden or in a park or on the streets. I see so many being cut down in peoples gardens, maybe because people think they have a negative impact on buildings or walls, but this may not be the case, if people knew how important trees are then maybe they would be willing to live with them more rather than cut them down.

We really need to look after and protect the trees we already have for so many reasons, including biodiversity. And its important to plant new ones and have really good after care so they survive.

Also, I see that alongside the railway lines the greenery is being cut down....and wondered why this is? This area is so important for wildlife. Is there some way the council can work with the railways to protect these habitats?

And I wanted to say I believe all spraying of pesticides should stop, I have heard that the council sprays the paths and areas of the allotments, which I believe should stop.

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Biodiversity Questionnaire for Allotment Associations - response from Horsea Lane Allotments Association.

The Council, through its Transport, Environment and Community Safety Scrutiny Panel, is conducting a review into biodiversity enhancement in urban Portsmouth with the aim of positively contributing to re-wilding and support for other approaches to re "greening" Portsmouth.

The views of allotment holders are very important to us, so please keep reading and please do complete our short questionnaire on behalf of your Association.

Biodiversity is the variety of living things on earth, from the smallest insect to the largest mammal and tree. Allotments, especially those in a compact city such as Portsmouth, are important habitats for wildlife as they provide food, shelter and breeding sites for many species of insects and wildlife. By growing food and gardening in harmony with nature, we benefit as much as pollinators and wild creatures.

In your experience what proportion of allotment holder members of your association:

(please tick relevant box):

	None	Some	Most
Add compost to soil (helping to increase earthworm activity and improve soil life)			✓
Rotate vegetable crops (to maintain nutrient balance)			✓
Grow a range of fruit, vegetables and herbs (to offer nectar to bees/ other insects throughout the seasons)			✓
Have fruit/ orchard trees on their allotment (to offer nectar to bees/ other pollinators)			✓
Grow companion plants (to reduce disease and increase pollination)		✓	
Include a pond/ pond in a pot to provide shallow water (for wildlife)		✓	
Provide food and shelter for wildlife in autumn (eg.leaves raked into netted container)			✓
Avoid the use of chemicals and pesticides		✓	
Provide nesting boxes/ insect hotels/ bee blocks/ bird feeders			✓
Avoid the use of peat-based compost			✓
Have a log pile or bug houses (to provide a home to insects/wildlife)			✓
Include a <u>maintained</u> wild area within their allotment for wildflowers and/ or wild grasses?			✓
Please add any comments about other activities your allotment holders take to improve biodiversity: We are actively planting a wild flower area. We had even planted flowers outside our Q Row gate (COLAs came along and strimmed them all). We have now made a designated area and informed them through the council not to do it again.			

In the communal areas of your allotment site, do you:

(please tick relevant box)

	Yes	No
Use fences as frames for climbers/ivy (to create wildlife havens)?	✓	
Grow hedges around the perimeter of the site (to encourage wildlife)?	✓	
Cut grass only when it is 5cm+ long (leaving it for more than 2 weeks in the summer)?	✓	
Have a <u>maintained</u> wild area?		✓
Have a log pile?		✓
Provide nesting boxes/ hedgehog houses?	✓	
Please provide comments about other activities your Association undertakes to improve biodiversity on your allotment site: Quite a few allotments have ponds for frogs, newts, toads, dragonfly, damselfly. You can sit for hours and watch them dart about.		

Thinking about your Association and its allotment holder members:

	Yes	No
Is your Association in favour of areas of rewilding on individual plots?		✓
Do you feel that there is a problem with dirty plots?	✓	
Do you think it would be helpful for your members to receive more information about the role they can play in increasing biodiversity on their allotment?	✓	
Would you like help/ advice/ training on identifying biodiversity opportunities?	✓	
Are there any projects you have in mind which would enhance the biodiversity of your site?	✓	
Please expand on your responses here: We will be planting hawthorn on our perimeter to replace what the environment agency had cut down (1/4 mile of blackthorn, blackberry, hawthorn and elderberry trees and hedging). A lot of habitat lost		
If you have any other comments about biodiversity enhancement, please include them here:		

Thank you very much for contributing to our review.

If you would like a link to the review report when it is published in March 2022, please insert your email address in the box below:

My email address is:

You can also follow the progress of our review by keeping an eye out on the Portsmouth Council website at [Browse meetings - Traffic, Environment & Community Safety Scrutiny Panel Portsmouth City Council](#) or subscribe for updates at [Logon to Subscribe to Updates Portsmouth City Council](#)

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