

## **Appendix J - Cabinet Report for Local Transport Plan 4 - Adoption**

### **Key changes to transport strategy following consultation**

#### **General key updates**

<b>Amendment</b>	<b>Reason for amendment</b>
Date period of strategy changed from 2020-2036 to 2021-2038	Adoption occurring in 2021, and end date extended to 2038 to align with the Local Plan
Wording of Vision amended to include the word 'connected', now changed to: <i>'By 2038 Portsmouth will have a people-centred, connected travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city'</i>	To show that the strategy will improve connectivity
Wording of strategic objectives changed to: 1. Deliver cleaner air 2. Prioritise walking and cycling 3. Transform public transport 4. Support business and protect our assets	Change of phrasing, to show that these are things we will do, to achieve the vision
Diagram to be added to demonstrate how transport links with national, sub-regional policy and wider local strategies	To demonstrate links with wider policy and strategies
Policies to be lettered rather than numbered	To make it clear that policies are not in priority order
The term 'transport hub' has replaced all references to 'mobility hub'	To provide clearer explanation

#### **Introduction, Our City section and Travel Challenges and Opportunities section**

<b>Amendment</b>	<b>Reason for amendment</b>
Text strengthened to acknowledge that private cars are needed for some journeys	To recognise the need for private cars for some journeys, to respond to consultation feedback

Addition of ageing population statistics	To include an important statistic on ageing population which had been omitted
Diagram added to better demonstrate how transport interlinks with other departments/strategies, particularly Imagine Portsmouth	To illustrate the overlap and links with other plans and strategies that the LTP supports, and also which support the LTP
Additional text added to climate change challenge	To strengthen wording on climate change
Text added referring to the Government's National Bus Strategy - 'Bus Back Better'	To acknowledge this national bus strategy
Guiding principles - Engagement and partnership working header added and text strengthened	Engagement and partnership working header omitted and this was an important area in stakeholder feedback
Guiding principles - inclusivity and accessibility text strengthened	Consultation feedback highlighted the importance of inclusivity and accessibility, so text strengthened on this

### Deliver cleaner air key updates

Amendment	Reason for amendment
<b>Policy 1</b> - Implement a government-directed city centre Clean Air Zone in 2021	
Text has been amended to include: <i>'In order to reach net zero by 2030 it is essential that a significant proportion of trips are made using sustainable transport modes. We will progress using this type of zone for further air quality and carbon reduction initiatives, to help to achieve this ambitious target'</i>	To strengthen wording around carbon reduction, and to include potential option for CAZ after compliance
<b>Policy 3</b> (original title, now amended) - Maintain the residents' parking permit system while encouraging, fewer, cleaner vehicles and supporting car clubs	
Policy 3 has been merged with Policy 10 ( <i>Deliver innovations in micro-mobility to promote travel choices and active travel options</i> ) and the title of this policy has changed to: <i>Make parking easier in residential areas through encouraging, fewer vehicles and supporting shared transport modes'</i>	There is overlap between car clubs and shared micro-mobility modes which should be considered together

<b>Policy 4</b> (original title, now amended) - Expand the Portsmouth Park & Ride to reduce pollution and congestion in the city centre	
Additional text has been added to this title ' <i>and create a transport hub</i> ', and ' <i>increase travel choices</i> ', and the word ' <i>centre</i> ' has been removed. The title has changed to: ' <i>Expand the Portsmouth Park and Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices</i> '	To reflect the consultation feedback for additional park and ride routes to be considered, so not focussing solely on the city centre and that it's remit should consider a transport hub and not just a park and ride site.
Text has been updated to reference other potential locations and sites for Park and Ride in the city: ' <i>As well as park &amp; ride services accessing the city centre, we will seek to extend services to key attractions within the city, such as the seafront, Queen Alexandra Hospital and Fratton Park including investigating demand for park and ride to the east of the city</i> '	Consultation feedback received around routes to other destinations and additional sites, particularly in the east
Text has been added to investigate the potential for park and rail sites to serve the city	To reflect consultation feedback on the potential inclusion of park and rail
<b>Policy 5</b> - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure	
Text added to recognise the need to consider wider impacts of a Workplace Parking Levy scheme: ' <i>Assessment of any wider impacts would be considered including parking congestion in residential areas</i> '	Concern raised in consultation that proposal may lead to displacement parking issues
Text added: ' <i>As part of the investigations into the potential for this scheme, we will explore the possibility of working with neighbouring authorities</i> '.	Some concern raised regarding if this scheme is delivered in the city, but not in surrounding areas.
<b>Policy 6</b> (original title, now amended) - Deliver residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport	
Policy title amended to include support and safety: ' <i>Deliver and support residential and business behaviour change initiatives to encourage people to walk, cycle</i>	It was felt to be important to include 'safety' in the title of this policy

<i>and use public transport and to travel more safely'</i>	
Inclusion of safety and other campaigns such as air quality (Anti-idling) as well as mode shift	Safety is an important part in day-to-day travel and mode shift was not explicitly mentioned
Inclusion of workplace travel planning	Workplace travel planning is a key initiative and was not explicitly mentioned

### Prioritise walking and cycling key updates

<b>Amendment</b>	<b>Reason for amendment</b>
<b>Policy 7</b> (original title, now amended) - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities	
Policy title amended to: <i>'Establish a cohesive and continuous network work of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities'</i> .	Consultation feedback suggested safety does not feature prominently enough and is important in achieving modal shift, improvements may be possible without reallocating road space
Minor wording updates to include: convenience, inclusivity and accessibility, continuity, work with neighbouring authorities, widening of footways, wayfinding, LTN 1/20, desire lines, deterring pavement/cycle lane parking, leisure routes	All important elements in pavement and cycle lane infrastructure to be included
<b>Policy 8</b> (original title, now amended) - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets	
Policy title amended as follows, to include school streets: <i>'Introduce a network of low traffic neighbourhoods and School Streets that reduce through traffic in residential streets'</i>	Consultation feedback suggested school streets should be included and reference to parking was not needed. Reference to 'rat running' has been altered to 'through traffic' to remove negative connotations

Minor wording updates to include: filtered permeability, traffic calming, Healthy streets	To reflect consultation feedback
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### Transform public transport key updates

Amendment	Reason for amendment
<p><b>Policy 11</b> - Deliver a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth</p> <p><b>Policy 12</b> - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services</p>	
Policy 11 and policy 12 have been re-ordered so policy 12 comes before Policy 11	Stakeholder feedback suggested that local bus priority should come before sub-regional
Minor wording updates to include reference to National Bus Strategy - Bus Back Better, LCWIP and bus depot, tendered services and developer contributions	To strengthen the wording in these policies
<p><b>Policy 13</b> - Deliver high quality transport interchanges, stations and stops</p> <p><b>Policy 14</b> (original title, now amended) - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity</p>	
Policy 14 title amended as follows: <i>'Continue to work with public transport operators to deliver integrated, efficient, attractive, affordable services promoting local and regional connectivity'</i>	Stakeholder feedback that we already work with operators, and it is important that services are attractive
Text added that we will enter into an Enhanced Partnership with bus operators	Following central government releasing the requirement of the National Bus Strategy - Bus Back Better this section was updated to reflect that PCC will be entering into an Enhanced Partnership with bus operators, to work collaboratively to improve local services, once agreed at the Cabinet Decision meeting being held on 22nd June 2021
Minor wording update to improve understanding and reference new developments, national bus strategy, supported services, east-	To respond to stakeholder feedback and strengthen policies

west links, use of bus lanes, waterbourne transport	
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### Support business and protect our assets key updates

Amendment	Reason for amendment
<b>Policy 15</b> (original title, now amended) - Protect access to the ports and HM Naval Base, Portsmouth	
Policy title amended as follows: <i>'Protect the main road network and maintain access to the ports and HM Naval Base, Portsmouth and other key industry, business and retail sites'</i>	To clarify that the focus is on protecting essential road access for all sites in the city which need it
Additional text added to include: 'Targeted capacity improvements will be investigated where this can be done without creating additional demand and adding to congestion on the surrounding network. <i>Similarly, a new traffic link to Junction 1 of the M275 could be explored to facilitate easier access to the strategic road network and reduce pressure at the Rudmore Roundabout, and support delivery of strategic development sites at Tipner.'</i>	To include reference to investigation of the potential new traffic link to junction 1 of M275
Minor text updates to include cruise ship information from the Port and to recognise that other businesses, such as those in the industrial sector, will also have a significant proportion of journeys which must be made by road	To provide further information, and strengthen policy
<b>Policy 16</b> (original title, now merged and amended) - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries <b>Policy 17</b> (original title, now merged and amended) - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents	
Policy 16 and 17 have been merged into a single policy due to overlaps. The new policy title is as follows : <i>'Deliver micro and macro freight consolidation measures,</i>	Consultation highlighted overlap between these two policies

<p><i>supporting businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile delivery'</i></p>	
<p><b>Policy 18</b> - Explore a lane rental scheme to maximise co-ordination of street works and road works, in order to minimise impacts on traffic-sensitive routes during peak periods</p>	
<p>This policy was reviewed and re-written with the PFI and network management teams</p>	<p>To ensure this policy is deliverable and best meets needs</p>