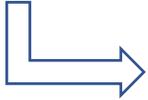# Portsmouth's Strategic Approach

City Vision - by 2040 Portsmouth will be…	Our priorities - this year, we will be focusing on…	Things you need to know	Our key strategies and projects
A happy and healthy city	**Improving health and care for local communities** / **Supporting people to live active, healthy lives** / **Prioritising Mental Health**	**Improving Health and Care, Supporting People to Live Active, Healthy Lives** The most recent summary of the Joint Strategic Needs Assessment for the city showed that life expectancy in the city is lower than the national averages for both men and women. Healthy life expectancy is lower again, telling us that more people are living with limiting conditions, often more than one. This leads to pressure on local health and care services and means that we need to think differently about the services that are delivered, how they are delivered, and how neighbourhoods take account of the needs of people with health and care needs. The King's Fund report that the number of people in their 80s and 90s has increased by almost a third in the last 10 years; and is set to double in the next 20 years. It is highlighted that many people in this age bracket will have at least two health conditions, and many will have dementia. This requires a mixture of healthcare and social care. As well as helping people to live for longer, improved medical science and living conditions also mean that younger people live longer with disabilities or complex health conditions, requiring complex health and social care responses. Rates of many health conditions are worse in Portsmouth than national averages. Obesity is known to be an underlying factor for many of these issues and 65% of adults in the city are overweight or obese. 12.5% of reception aged children are overweight or obese, and this situation is worsening. Portsmouth is the 10th worse local authority in the country on this measure. Linked to this, we know that 40% of adults in the city do not meet recommended physical activity levels. However, physically active people have lower health risks - 35% lower risk of Type 2 diabetes, 40% lower risk of cognitive decline, 48% lower risk of depression and 25% lower risk of stroke or heart disease. The risks of poor public health have been thrown into stark relief by the pandemic and are one of the drivers behind the current consultation looking at leisure facilities in the city. Another driver of poor health is social isolation. Mortality rates for socially excluded populations is nearly 8 times higher than average for men; and nearly 12 times higher for women. Whilst by no means an issue that only affects the oldest people in the city, it is often this group who report feeling most isolated. 11,600 people aged 65+ live alone in Portsmouth. Lonely people are more at risk than the wider population of depression, cognitive decline and onset of illness and disability. There are excellent working relationships across agencies in the city, including the Clinical Commissioning Group (CCG), the police, probation, fire and rescue service, university, the voluntary and community sector and with businesses. In particular, we continue to press ahead with service integration under the auspices of Health and Care Portsmouth, to ensure that people experience	Health and Wellbeing Strategy Health and Care Portsmouth

seamless services that are designed around the person and their needs. However, this may be challenging in the context of the gradual reorganisation of the NHS.

Technology continues to be a significant enabler of change in a number of high priority areas for the city. Most notably, there is a developing conversation about the role of assistive technology in supporting people to live as independently as possible, particularly as costs of care rise, and available capacity reduces.

Technological innovation will also continue to inform improvements in service delivery. Our city helpdesk performs well, achieving customer satisfaction levels in excess of 90%. We are successfully moving contact to digital channels, where it is appropriate to do so. Other, more unusual examples of technology influencing service delivery include the use of virtual reality in developing a trauma-informed model of care in children's services.

The increasing reliance on electronic systems runs alongside increased duties around security of information enshrined in the General Data Protection Regulation. There are significant fines for breaching guidelines around consent to use personal information, and the sharing, secure storage and disposal of information, and the organisation is carrying out extensive work to ensure that it is in a place to fulfil the requirements, whilst still able to use information to design and deliver the best possible services to residents.

Prioritising Mental Health

The impact of mental health on individuals and wider society, and the importance of providing effective support has gained traction in services - building on previous government commitments to deliver parity of esteem with physical health. In the resource climate, delivering effective services is challenging, and focusing on the preventative agenda around resilience and emotional good health is important. 32,000 adults in Portsmouth is estimated to have a common mental health disorder.

Crime

Overall levels of crime have remained fairly stable in the city over recent years, although masks a reduction in acquisitive crime such as burglary and shoplifting and increases in offences such as stalking and harassment, public order offences, domestic abuse, drug offences and robbery.

Priorities for the city around crime are tackling violent crime (continuing to focus on domestic abuse, serious violence and knife-enabled crime); tackling drug misuse in the city; identification and intervention with children at risk of exploitation or abuse, of misusing substances or of perpetrating ASB and offending.

	Making good quality housing available for our residents	There are approximately 89,000 dwellings in Portsmouth. Private stock accounts for nearly 81% of the dwellings in Portsmouth, with the remainder divided between the local authority (13%) and registered social landlords (6%). Nearly half of the private sector housing stock was built before 1919, which is more than twice the England average. In terms of dwelling type, 63% of Portsmouth's private dwellings are terraced houses, again twice the England average (29%). There is a relatively small proportion of semi-detached and detached housing. 56% of households own their own homes, and 25.9% are privately rented. A majority of Portsmouth's households are one-family households, although this is a lower proportion than in surrounding areas, and one-person households comprise nearly a third of all households, much higher than in the surrounding area.

There are over 4,200 licensed houses of multiple occupation, although current planning policy seeks to avoid a concentration of these is any area. There are around 4000 student bedrooms, and this number is growing as more development takes place. There will also be a need to think about how different types of housing are provided to meet the changing needs of the population, for example, more extra care housing for people with dementia.

The evidence in the Partnership for South Hampshire (PfSH) Strategic Housing Market Assessment shows a high affordable housing need. The PfSH spatial strategy identifies a need for an extra 17,000 dwellings by 2034 in the city, against an identified capacity for 14,500 units. In order to achieve these challenging requirements, considerations will need to be made around building at higher densities, and the demands to be made for affordable stock in any development. New National Planning Policy and Planning Regulations are likely to add to this assessed need and will therefore exacerbate the problem - in terms of gap between expectation and delivery - further in the area.

The city council has been delivering the most ambitious programme of local authority housebuilding since the second world war. However, the need to accommodate residents who will need to be rehoused from tower blocks considered to be a safety risk means that this will not increase the net affordable housing stock in the short term.

There are wider issues around the quality of housing in the city too. 10.9% of households in Portsmouth are overcrowded compared with 7.1% in the wider South Hampshire area (this reflects the 2011 census, when the figure increased 39% from 2001). A high number of homes are judged to be in poor condition and lacking modern expectations such as central heating - these homes are almost entirely in the private sector. 11,000 households live in fuel poverty (where energy costs are high relative to income). 18,000 homes in the city are considered to be energy inefficient. Health risks arising from cold homes include respiratory problems, circulatory problems and mental health. The estimated annual cost to the NHS nationally of poor quality housing is £624m (attributed to cold homes, trips and falls, fire and other hazards). | Portsmouth Local Plan

Approach to One Public Estate Initiative:

One Public Estate Brochure June 2021 R |

		The Portsmouth City Local Plan identifies key environmental issues, including the relatively few areas of open undeveloped land. Areas, including Milton Common, Farlington Marshes and Southsea Common, are protected through a range of nature conservation and other designations, but are of great value in their own right in providing respite from urban areas.	
		However, this lack of open space means that there are relatively few opportunities for strategic development in the city. The biggest regeneration site in the City Deal site at Tipner, Horsea and Port Solent, which has secured funding of £48.7m to unlock new development including 2370 new homes and 3700 permanent jobs, is currently the subject of much strategic activity. Other sites likely to be allocated in a refreshed local plan are the city centre, St James Hospital and sites in the north of the city, including at Cosham.	
		An emerging area of partnership that will be increasingly important for the city is around estates. The city has reinvigorated its relationship with the government's One Public Estate programme, to try and ensure that a holistic view is taken of the use of public sector land, and this is vital for Portsmouth, where land to deliver on the need for employment and housing is constrained. Delivering optimal usage from the city of land held by departments and agencies including the MoD/Defence Infrastructure Organisation, NHS and Her Majesty's Courts and Tribunal Services is vital, as well as ensuring a strategic view is taken of PCC's own estate.	

Portsmouth's Strategic Approach

City Vision - by 2040 Portsmouth will be…	Our priorities - this year, we will be focusing on…	Things you need to know	Our key strategies and projects
A city of lifelong learning	**Building aspirations and encouraging ambition for our city and its residents** **Supporting young people** **Encouraging everyone to learn and develop skills**	Around 16% of all children in Portsmouth are identified as having some level of special educational need, and about 3% of children with the most complex needs having an Education, Health and Care Plan to help support their needs around their education. Portsmouth is fortunate to have some outstanding special school provision (including Mary Rose Academy and Cliffdale Primary Academy). However, over time we will need to provide more special school places, and are progressing the development of a Special Free School for children with autism. However, we will also need to support schools so that more children with special educational needs or disabilities can be taught with their peers in mainstream schools. However, to achieve this means that we need to think differently about the services in place to support these children, their families and schools. Education continues to be a problematic issue for Portsmouth. Despite virtually all schools in the city ranked as good or better by Ofsted), and despite the percentage of children considered to have achieved a good level of development by the end of year R[?] in school comparing reasonably well on a national basis, as children progress through their education they achieve poorly in comparison to peers across the country. 58% of children leaving primary school achieve the expected standard (compared with 65% nationally) and 35% of pupils leave secondary school having achieved 5 GCSE passes at level 5 or above (including English and Maths) compared to 43% nationally. 92% of young people progress to further education, compared with 94% nationally. Overall rates of absence are higher in both primary and secondary schools in Portsmouth than the national average. Schools highlight a range of issues driving this, including challenges in managing children with complex needs, increased deprivation, delayed communication development and reducing school funding. However, in spite of all of these challenges some schools are providing an outstanding education for Portsmouth's children. For those adults in work, there are lower levels of qualifications at all levels amongst the Portsmouth population that the south east region, which is a challenge for the local population attaining higher paid employment. 45% of adults in the Portsmouth have poor literacy skills and 7% of adults have no qualifications at all. Technology continues to be a significant enabler of change in a number of high priority areas for the city. Most notably, there is a developing conversation about the role of assistive technology in supporting people to live as independently as possible, particularly as costs of care rise, and available capacity reduces.	Portsmouth Education Partnership Strategy 2020-2023

| | | Technological innovation will also continue to inform improvements in service delivery. Our city helpdesk performs well, achieving customer satisfaction levels in excess of 90%. We are successfully moving contact to digital channels, where it is appropriate to do so. Other, more unusual examples of technology influencing service delivery include the use of virtual reality in developing a trauma-informed model of care in children's services.

There are opportunities to consider more digitalisation of the city's offer in relation to culture and leisure, thinking about how this can increase reach and the depth of engagement and interaction alongside a physical offer. This is an area that needs significantly more exploration, but also more investment.

The increasing reliance on electronic systems runs alongside increased duties around security of information enshrined in the General Data Protection Regulation. There are significant fines for breaching guidelines around consent to use personal information, and the sharing, secure storage and disposal of information, and the organisation is carrying out extensive work to ensure that it is in a place to fulfil the requirements, whilst still able to use information to design and deliver the best possible services to residents.

The city council is working with partners to ensure that the city technology infrastructure is fit for purpose and supporting the economy to grow. After successfully delivering four projects in support of the government's Super Connected Cities programme, the city has now been awarded up to £3.9m to fund a new ultrafast fibre network infrastructure in Portsmouth. The money has been given to Portsmouth City Council to establish the high-speed network between all of the authority's buildings, including housing offices and libraries across the city, but it is expected this will lead to a further £50m investment from the private sector to expand the technology's availability to businesses and residents. The deal is a part of the first wave of the Department of Digital, Culture, Media and Sport's £190m Local Full Fibre Network Challenge Fund programme that aims to help deliver the fastest and most reliable digital communications network available. | |

Portsmouth's Strategic Approach

City Vision - by 2040 Portsmouth will be…	Our priorities - this year, we will be focusing on…	Things you need to know	Our key strategies and projects
A city rich in culture and creativity A city with a thriving economy	Creating opportunities for employment Encouraging clean growth and culture led regeneration Supporting the local economy to recover from the pandemic	It is arguable that for a city that should be a significant driver of economic growth in the sub-region, Portsmouth's economy continues to underperform relative to its potential. Prior to the pandemic, 4.4% of the population were unemployed, compared to 3.1% in the South East and 3.9% nationally. Proportions of people economically inactive due to illness or caring responsibilities were also higher than regionally and nationally. There is a high proportion of workless households (18.2% in Portsmouth compared to 10.2% in the southeast and 13.9% nationally). For those in work, there are lower levels of qualifications at all levels amongst the Portsmouth population than across the southeast region, which is a challenge for the local population attaining higher paid employment. 45% of adults in the Portsmouth have poor literacy skills and 7% of adults have no qualifications at all. Weekly pay in the city is lower that the regional and national average for both place of residence and place of work, and a much higher proportion of jobs are in the public sector. The impact of Brexit on Portsmouth could potentially be significant, beyond general impacts. The city's International Port is the second largest ferry port in the country, providing passenger services to eight destinations across France, Spain and the Channel Islands. It also offers around 30 European cruises a year as well as a large number of freight movements. Changes to custom arrangements in particular could present challenges in terms of carrying out checks, and finding areas outside the port for vehicles to wait. This will compound the huge challenges already experienced due to the pandemic. Another potential vulnerability is around major employers who may make business decisions that impact on the city. Of course, there may also be opportunities. The visitor economy in the city is also vulnerable to impacts. In 2014, tourism provided around 9% of the jobs in the city, and direct expenditure from tourism amounted to nearly £601.6m worth of income to local businesses. This is a sector that has potential to grow, but we need more hotel space in the city, more conference and event facilities and more Seafront attractions. However, employment sectors likely to be particularly affected by changes around freedom of movement for labour are restaurants and catering and hospitality. This is without taking into account other areas of the workforce that may be vulnerable, such as the care sector. These sectors have also been massively impacted by Covid-19 restrictions. The city centre in particular is vulnerable to wider economic factors, with recent major store closures in Commercial Road, but others are likely in the city. How the city can retain local spend, much less be a	Economic Development and Regeneration Strategy 2019-2036 Cultural Service and City Support Business Plan 2017-2020 Portsmouth Seafront Masterplan Solent Local Enterprise Partnership: Planning for Solent 2050

sub-regional destination in this context, is challenging to see. The developing work on the city vision will be crucial in supporting this.

Portsmouth is part of the M27 Corridor, an area where the economy was growing faster than the national average (14% compared to a UK average of 11%), led by the success of marine and maritime industries and a developing technology sector. The Naval Base and the University are both important economic drivers, and increasing the opportunities to retain graduates is essential in developing a higher-skilled local workforce.

There are partnership arrangements around the city's regeneration efforts such as the Solent Local Economic Partnership (LEP), Solent Transport, the Partnership for South Hampshire (PfSH) and the business leaders group: Shaping the Future of Portsmouth.

The relationship with the Local Economic Partnership will continue to be important in driving the economic development and regeneration of the city. The LEP will drive the Industrial Strategy as it relates to the region, and may also have a role in disbursement of associated funding (including the Shared Prosperity Fund that replaces European funding now that the UK has left the European Union and associated funding arrangements).

The city council is working with partners to ensure that the city technology infrastructure is fit for purpose and supporting the economy to grow. After successfully delivering four projects in support of the government's Super Connected Cities programme, the city has now been awarded up to £3.9m to fund a new ultrafast fibre network infrastructure in Portsmouth. The money has been given to Portsmouth City Council to establish the high-speed network between all of the authority's buildings, including housing offices and libraries across the city, but it is expected this will lead to a further £50m investment from the private sector to expand the technology's availability to businesses and residents. The deal is a part of the first wave of the Department of Digital, Culture, Media and Sport's £190m Local Full Fibre Network Challenge Fund programme that aims to help deliver the fastest and most reliable digital communications network available.

The cultural agenda is the city is significantly shaped by organisations outside of the public sector, including Portsmouth Creates and the Victorious organisation. There are good relationships with funding bodies and groups outside the city, including event organisations.

Cultural and creative industries are the fastest growing sector in the city. These have been growing at a rate of 10% per annum since 2010, and are vital to the diversification of the city economy.

Portsmouth does have high business start-up rates but one of the lowest business survival rates over 5 years of trading in the region.

The Seafront remains a great asset to the city, and ensuring that the proposed coastal defence scheme is a driver and enabler of improvement in the area will be critical, if value from a proposed £100m+ investment is to be realised.

The city also needs to capitalise on the success in delivering large scale cultural and sporting events as a driver for the economy. The partnership with Victorious and the implementation of the events strategy are positive signs, and form a basis from which to drive more cultural-led regeneration in the city.

Heritage is also important to the city, given that the heritage offer is significant to the visitor economy, and creates some of the unique selling points for Portsmouth. However, maintenance of key heritage assets will in many cases be dependent on establishing sustainable uses for these, linked to a clear economic and environmental case.

The wider impact of the Covid-19 on the city will take time to fully reveal itself. There are very obvious impacts in terms of the financial costs to the public purse and to businesses, as well as to families and individuals who may have lost loved ones, their livelihoods or seen long term health challenges. However, there are other changes that have been catalysed that are worth thinking about in the future:

- As social interactions and gatherings were banned, people started to think of different ways to provide experiences, and different ways to engage. Digital interactions have soared, and there are lots of amazing examples of change, from increased retail to cultural events and general social interaction moving on-line. This has implications for how we can deliver services and increase the reach of these in future; but also leads to thinking about what the future of buildings and public spaces might be in a more digitised era, or if there is a wider cultural shift to maintaining social distancing to some degree.

- There is also a risk that in moving online, marginalisation is created through a digital divide, where people without the means or skills to access resources in a digital world are excluded.

- There is an increased awareness of some of the inequalities in society, whether this be rooted in income, race, health status, or age.

- The pandemic has been a terrible thing, but for many people there have been positive things to take from it, whether that is a new sense of community and getting to know neighbours, or actively making time for exercise. Reinforcing the good things will be important in the national and local recovery.

- There has been a reawakened awareness of the importance of local environments - the seafront, parks and open spaces - and wildlife. The enforced pause in a glorious spring caused many people to start thinking about the importance of green and blue oases in the urban environment, and the value of them to physical and mental health.

		- There is a sense that people like the idea of a city that is active and busy doing things, even if they are not actively participating in everything themselves - the wider debates about lockdowns, restrictions and their implications have given many people pause for thought about how the city operates and how they would like it to be. The financial implications have been severe, for individuals and businesses as well as the public sector. It may be that some organisations find that they are unable to survive the economic shock. There will be even less public funding to be distributed on projects as capital spending is reduced to help plug the revenue gap caused by increased spending and reduced income. There is not yet a clear sense of how national funding priorities, expressed in terms of "levelling up" predominantly northern areas of the city, will benefit Portsmouth (although the city shares many of the characteristics and challenges of these areas).	

Portsmouth's Strategic Approach

City Vision - by 2040 Portsmouth will be...	Our priorities - this year, we will be focusing on...	Things you need to know	Our key strategies and projects
A green city **A city with easy travel**	**Enabling greener, healthier and better-connected journeys** **Enabling greener, healthier and better-connected journeys**	There is limited road capacity due to the "island" nature of the city, and only three road routes off Portsea Island - although congestion measures compare well with other cities. Portsmouth was the first 20mph city in the country, and now 94% of the city's roads are covered by a 20mph limit. The local authority declared a Climate Emergency in 2019 and has established a Climate Change Board to lead efforts to engage the population on the issue of carbon reduction. Issues such as transport, waste management and energy usage (in the domestic and business settings) will be significant. Being a coastal city, Portsmouth has a higher flood risk than many areas, and mitigation is needed. Approximately 47% of the city's land area is in Flood Zones 2 and 3 (the areas of highest risk). The city is vulnerable from rising sea levels, tidal flooding, extreme weather events and consequent flooding from the sea and groundwater, although flood risk also occurs through surface water. Significant coastal defence schemes have taken place or are planned, and have the potential to raise awareness about the environment in the residents and visitor population. The authority has also committed to a Greening Strategy, looking to increase the amount of trees and other greenery in the city over the long term. This means looking at public space, but also encouraging private landowners to get involved in this. There is a high degree (64%) of self-containment within Portsmouth, with a large number of short commuter trips predominantly undertaken by car (over 40,000 people commute daily to the city for work). The city has a good public transport network, with five rail stations, 8.29km of bus lanes, Park and Ride on the west of the city and water connections to Gosport and Isle of Wight. However, consultation with residents suggests that affordability of public transport – especially bus fares – is a major issue. Portsmouth is well-suited to walking and cycling due to its dense urban network, flat topography and temperate climate, but there are also a high number of pedestrian and cycle casualties in the city, so safety is an issue. Portsmouth is rated 137th out of 152 upper tier local authority areas or children killed or seriously injured on the roads. Car ownership levels in the city have steadily increased, but there is still low ownership in many areas, and 34% people in the city do not have access to a car. Despite this, there are still huge challenges around parking in the city. On street parking supply generally equates to about one space per property, but average household ownership rates are at about 1.42 cars per home. This means that demand outstrips supply, even without taking account of additional demand from events. Around 19% of the	Portsmouth Climate Change Strategy Portsmouth Climate Action Board Portsmouth Air Quality Strategy 2017-2027 Portsmouth International Port Air Quality and Carbon Action Plan

| | | city's streets are within permit zones, but these zones seem to generate knock-on issues such as displacement parking in nearby streets.

Increasingly, the city will be looking to enhanced technology solutions to manage challenges around transport and air quality - this includes engaging with the smart cities and highways agenda, but also looking to digital platforms to increase the accessibility and attractiveness of other transport forms. We will also be looking to increase the use of electric or hybrid vehicles in the city - currently less than 1% of cars registered in Portsmouth are electric.

Portsmouth has five Air Quality Management Areas within the city; with traffic-related emissions (mainly nitrogen dioxide) being the main contributing factor - four of these areas are located along the western corridor, which carries the majority of traffic into the city. The reduction of traffic emissions is important to reduce the environmental impact of city residents on and reduce carbon emissions, and this will need us to reduce reliance on cars through encouraging other means of transport and reducing reliance on cars. The city has been successful in securing some funding to support this work. Air quality is a significant health issue for the city as well as an environmental issue. | |

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