

**PORTSMOUTH LOCAL PLAN
EXAMINATION IN PUBLIC
NOTE FOR INSPECTORS**

Matter 5 Issue 1

Action Point reference AP42: Review transport-related items in Appendix 2 of the IDP which are currently defined as 'critical infrastructure'

1. The Infrastructure Delivery Plan (IDP) (PCC35) lists transport related infrastructure projects at Appendix 2. These are classified as 'critical' 'essential' or 'desirable' as set out at section 2.2 of the IDP.
2. A review of the critical projects has been carried out in consultation with Portsmouth City Council as the Highway Authority. This has resulted in one re-classification, with the remaining projects retaining their critical classification. The reasons are presented in Table 1 below.

IDP Reference	Project	Original Classification	Proposed Classification	Reason
T1	Horsea Tipner bridge	Critical	Essential	The IDP states that the bridge will provide a public transport / active modes link between Tipner and Horsea Island to support potential development in the area and improve the sustainable travel network. The bridge was previously categorised as critical because the Council understood that the need for a second exit from Port Solent in the event that flooding blocking Port Way was a showstopper for the allocation. However, following advice from the Environment Agency alternative options for mitigating flood risk have now been identified. From a transport perspective, this scheme remains essential to enable better sustainable access (bus, walking/wheeling/cycling) to Port Solent. It would also support better bus provision at Tipner West. This would improve

IDP Reference	Project	Original Classification	Proposed Classification	Reason
				the transport sustainability of both allocations. However, as the Strategic Transport Assessment (IN03a) has demonstrated, it is possible to deliver the proposed allocations, in the absence of the bridge, without unacceptable highway impacts.
T3	Strategic Transport Assessment mitigation: Portsbridge Roundabout	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) Portsbridge roundabout is forecast to experience severe congestion in the 2041 Do Minimum model testing (a "category 1 junction") Mitigation is therefore required. The roundabout is already over capacity at peak times, particularly on the Western Road arm, and is located close to one of only three accesses onto Portsea Island. Three major road arteries (A3, A397, A27) converge at this junction. Furthermore, nearly all bus routes onto Portsea Island pass through this junction. A significant number of collisions resulting in personal injuries have been recorded, and additional traffic resulting from Local Plan development would exacerbate existing safety concerns. The scheme should therefore remain critical infrastructure.
T14	City Centre Roads Scheme to realign / reconfigure A3 Marketway/Commercial Road (north)	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) five of the junctions forecast to experience severe congestion impacts in the 2041 Do Minimum model testing ("category 1 junctions") are within the city centre road area (Junction IDs 4,6,13,14,17). A further four junctions with impacts initially categorised as "severe" but later downgraded to "significant" (Table 8, page 41 IN03a) also fall within this scheme area. The CCR scheme is critical both as a major reconfiguration of the highway network in the area to address these multiple "category 1" impacted junctions identified in the "do minimum 2041" modelling, and to enable a

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				more coherent city centre north development site which reduces severance, maximises development capacity and the general potential of the site (see PCC answer to MIQs 7.25b). The scheme would also deliver transformational benefits to public transport and active travel in a critical part of the network for these modes of travel, significantly supporting PCC's strategic transport objectives (in LTP4). The scheme should remain critical infrastructure.
T19	Strategic Transport Assessment mitigation: Spur Road Roundabout	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) the roundabout is forecast to experience severe congestion impacts in the 2041 Do Minimum model testing (a "category 1 junction") therefore requiring mitigation. As demonstrated in para 6.4.8 of IN03a, PCC has noted a major safety concern at this junction based on a high level of traffic collisions (17 incidents in the last three years, including three serious incidents). A number of these incidents involved a cyclist, and therefore any mitigation at this junction should consider cyclist priority and safety. It is noted that this junction forms part of an LCWIP (IN09) route. This further underpins the categorisation of a mitigation scheme here as critical to avoid unacceptable safety impacts, and potential risk of LHA objections if development occurs in the absence of measures to address these safety concerns.
T20	Strategic Transport Assessment mitigation: Rudmore Roundabout	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) the roundabout is forecast to experience severe congestion impacts in the 2041 Do Minimum model testing (a "category 1 junction") therefore requiring mitigation. This junction is also partially within an Air Quality Management Area and is heavily used by bus services (which

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				could be impacted by forecast additional delays/ queues) further underpinning the criticality of delivering a mitigation scheme here.
T21	Strategic Transport Assessment mitigation: New Lakeside Access	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) this junction is forecast to experience severe congestion impacts in the 2041 Do Minimum model testing (a "category 1 junction") therefore requiring mitigation. Para 6.7.13 identifies this mitigation as being required to enable/support the targeted levels of growth in the Lakeside Strategic Site. Whilst not interdependent, this mitigation is expected to also have a positive impact on the Portsbridge roundabout.
T22	Strategic Transport Assessment mitigation: London Road/Southwick Hill Road	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) this is a junction forecast to experience severe congestion impacts in the 2041 Do Minimum model testing (a "category 1 junction") therefore requiring mitigation. The scheme should remain critical infrastructure.
T23	Strategic Transport Assessment mitigation: Museum Road/Landport Terrace/Kings Road/Kings Terrace	Critical	Critical	As demonstrated on pages 41-43 of the Strategic Transport Assessment (IN03a) this is a junction forecast to experience severe congestion impacts in the 2041 Do Minimum model testing (a "category 1 junction") therefore requiring mitigation. Additionally, as set out in paras 6.14.7-6.14.9 of IN03a, PCC has noted cycling safety issues at this junction. The key East West Active Travel Corridor is proposed to the west of the junction. There is currently a lack of cycling infrastructure proposed from the junction to this active travel corridor to create a cycling link, further causing safety issues. The

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				mitigation is deemed critical to support growth without risk of unacceptable additional highway safety impacts.
T43	City Centre SEHRT Project	Critical	Delete	This important bus priority scheme has now been largely completed so can now be removed from the IDP.
T45	Tipner Transport Hub: The delivery of the Tipner Transport Hub scheme, including expanded P+R (up to 2,650 spaces) plus other transport hub functions	Critical	Critical	This scheme supports sustainable access to the Tipner East allocation by increasing the range of sustainable travel opportunities available to new residents (see PCC response to MIQ7.17a, particularly para 7.17.8). This means the scheme is at minimum "essential" to support that development alone. However, a designation of "critical" for this scheme continues to be justified because of the wider strategic benefits an expanded transport hub / park and ride would deliver, particularly for the functioning of the City Centre Road (CCR) scheme (as set out in MIQ7.25b, particularly paras 7.25.25 to 7.25.29). The evidence from the two modelling exercises indicates that effective functioning of the CCR scheme is more achievable/likely if the wider package of transport interventions set out in LTP4 (of which Tipner Transport Hub is a key measure) is implemented.

Table 1: Transport Infrastructure Projects